RAILFAN

RAILFAN & RAILROAD

28750

AUGUST 1992 $2.95

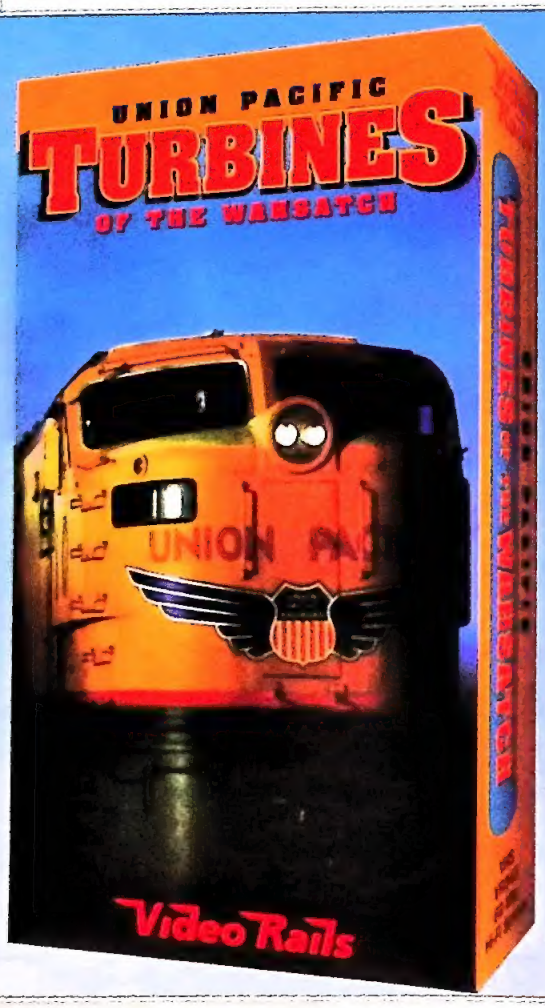
CANADA $3.95

MICHAEL D. SAWYER

Last days of the CHEHALIS WESTERN

Video Rails PRESENTS...

UNION PACIFIC
TURBINES
OF THE WAHSATCH



"A Solid Tribute to the Motive Power Genius of the Union Pacific Railroad!"

The Union Pacific 8500 Gas Turbines!

The days of the world's most powerful and dramatic turbines, commonly known as "Big Blows" have become a part of railroading history. The mighty thunder of these giants were all but silent by 1969. No other tape ever produced can match the drama of these monsters. You'll feel the very thunder of these massive, steel goliaths as they pull some of the heaviest tonnage you will ever witness out of the Salt Lake Basin. This tape documents the end of one of the most powerful eras on the Union Pacific. There are no words to prepare you for the excitement and impact this tape delivers. No other railroad video in history will ever come close to the exhilaration and thunder this tape provides!

- Watch as a gigantic 8500 Turbine pulls a 170 car freight through Echo Canyon!
- Heart-pounding action throughout the grades of the Wahsatch Mountains.
- Rare footage from the Ogden and Riverdale Yards.
- Servicing shots of 8500 Turbines.
- The last scenes of the Giant 8500 Turbines in action on the Union Pacific!

60 minutes, Color!

TURBINES
Introductory Price

only $34.95!

Regular Retail $49.95
#VR045

Video Rails™

TWO NEW RELEASES!

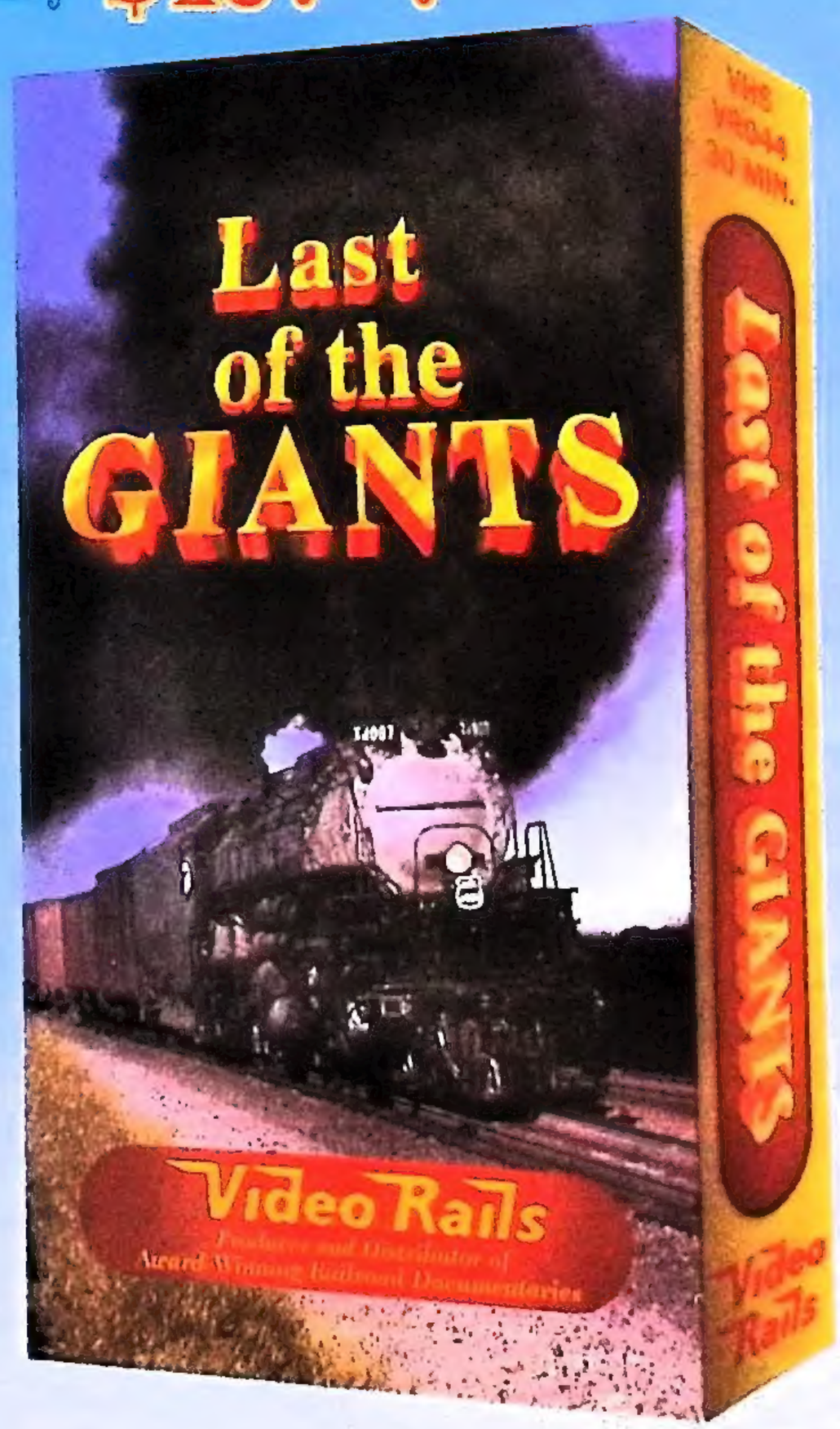
The finest film ever created by the Union Pacific Railroad!

This film was originally produced by the Union Pacific Railroad to mark the "closing of a memorable era". Witness the Big Boy as you've never seen them before. This rare film is without a doubt a collector's item. See a side of railroading history, as shown through the eyes of the Union Pacific Railroad. The tape also covers the explanation of articulated locomotives, and a brief story on Anatole Mallet. Truly some of the finest steam footage you'll ever see. 2-8-0 double headers, 2-8-2s, 4-6-0s, 2-10-2s, Challengers, and a rare shot of a 4-12-2 slipping her drivers! Watch the rebuilding and go inside the boiler of a Big Boy! Breath-taking footage of Big Boys battling Sherman Hill; The Cheyenne Roundhouse in action and much, much more. Own a piece of Railroading history, and witness steam in its last glorious hour.

30 minutes, Color!

"Last of the GIANTS"

only $19.95!



Regular Retail $29.95

#VR044

CALL OR WRITE TO: Lambert Enterprises • P.O. Box 80001 • San Diego, CA 92138-0001

TO ORDER: CALL TOLL FREE 24 HOURS A DAY! 1•800•262•2776 FAX 619-581-0131

VISA • MasterCard • Discover • Check • Money Order

(Add $3.95 shipping, $1.00 each additional item • CA residents add 7.75% sales tax)

Another great special exclusively from *Video Rails!*

92.RF.08
© Lambert Industries Inc. 1992

6x7 EKTACHROME: GEORGE R. COCKLE

TACOMA MUNICIPAL BELT LINE GP7s 2000 and 2001, newly refurbished by NRE, were seen at UP's Council Bluffs, Iowa, yard in April before shipment west to Tacoma. See page 46 for details.

METRA F40PHM-2s are replacing BN E-units in Chicago commuter service. On May 7, 1992, two of Metra's "Motor Homes" passed retired Es at the 16th Street facility (**below**). See page 46.

KODACHROME: STEVE BROWN

Railnews

KODACHROME: PETER GREISCHAR

SEPTA "RL1000P" No.60 was seen at the CSX yard in Spartanburg, S.C., on March 19 (**right**) en route north from Republic Locomotive Co. in Greenville. See page 46.

FNM PA DH-17 led Guadalajara-bound Train 2 out of Nogales on April 12 (**below**), powering it as far south as Mazatlan, a distance of nearly 730 miles. See page 46.

KODACHROME: JOHN C. BENSON and M.J. ASCH

HAROLD H. CARSTENS
publisher

JAMES A. BOYD
editor

MICHAEL J. DEL VECCHIO/associate editor
BRUCE E. KELLY/associate editor
MAUREEN FRAZER/editorial secretary
GEORGE M. SMERK/columnist
JOE L. DIAZ/columnist
JOHN A. EARLEY/director of advertising
PIETER UPTEGROVE/advertising sales manager
LARRY DEITCH/advertising production manager
ROBERT O. COSGROVE/director of marketing
JANET E. McNABB/office manager and bookkeeper
PHYLLIS M. CARSTENS/assistant to the publisher

Circulation Manager: Henry R. Carstens. **Circulation:** Rose M. Gervasi, Peggy Gardner, Joanne Guest. **Advertising Billing:** Margie Palazzo. **Advertising Production:** Mary Ann Lengle, Joann McMickle, Faith Henderson. **Reader Service:** Lynn Thomas. **Dealer Service:** Cathy Streeter. **Shipping:** Shawn Reinertsen, Ken Wilkinson.

From the Publisher's desk: Amtrak up from Florida

I hadn't ridden Amtrak's Florida-New York service in some time, but a convention near Orlando in April 1992 gave me the opportunity to try something new. A new Amtrak service lets you fly one way via United Airlines and return by Amtrak coach. Sleeping accommodations are an extra charge with roomettes and bedrooms both being available. Occasionally a handicapped roomette is available to all comers at the last minute, offering more room than a bedroom. Ask if it's available.

The New York-Florida run is popular with people who winter in Florida and spend the rest of the year Up North. We discovered that trains which are frequently fully booked often have sleeping space available at train time, and the trick for RAILFAN & RAILROAD readers to remember if they get stuck is to call Amtrak's 1-800/USA-RAIL number early in the morning a day or two before your trip, and even the day of your trip, which is when Amtrak releases accommodations which have not been paid for, mostly from travel agencies. I was able to switch from the *Silver Star* to the *Silver Meteor* the day of my return even though I had been told a month earlier that the *Silver Meteor* was sold out. Amtrak today accepts most major credit cards including the Air Travel Card, so phone reservations are easy to make. Railroads once required you to come to their ticket offices to book reservations in person, and you paid in cash or check. When making last minute booking changes on Amtrak you are required to go to the ticket window prior to departure to get your sleeping accommodations changed.

Most of the dinners on board the *Silver Meteor* are cooked on the train, except for certain special entrees such as lasagna. I decided on the snapper, which was tasty and fresh. Sleeping car passengers get free meal vouchers. Coach passengers can opt for either dinner service or sandwiches. The Florida-New York runs offer cafeteria style service, meaning passengers have to wait in line and choose their food as they walk along the buffet display. An attendant will normally take your plate to a table for you. Soft drinks, wine and beer are available. If you like a cocktail before dinner, you might prefer having it in the lounge car where you can watch or chat with your fellow passengers and just gaze at the passing scenery. Cigarette smoking is limited to smoking areas of the lounge cars and your sleeping room. The days of having a dining car steward open a box of good cigars emblazoned with a railroad herald at your table are long gone. Pipes and cigars are banned, although eye irritating chemical fragrances are okay. I tried using my scanner when I returned to my room but wasn't able to pick up much chit-chat. Northbound Train 88, the *Silver Meteor*, originates in Tampa, and Train 98 originating in Miami connects with Train 88 at Jacksonville where the two trains are coupled together. The move is interesting, so be sure your camera is loaded. The connection takes about 30 to 40 minutes. Passing Lorton you'll also catch a glimpse (right side of train) of the *Auto Train* facility now run by Amtrak.

During the night the train hit severe rainstorms which didn't hurt our on time arrival. Keep an eye out for passing freights. The SCL power of yesteryear has been replaced by CSX. I found Amtrak personnel friendly and helpful, and the track is in excellent condition.

When was the last time you took an overnight train trip?

RAILFAN & RAILROAD

August 1992 /vol.11 no.8

RAILROAD / founded 1906 / vol. 114 no. 5

Features

34 **The 11th Annual R&LHS Awards**/Wm. L. Withuhn
48 **The Super-Duper Fleets**/Jim Boyd
50 **Changes on CPR's Radville Sub**/Charles Bohi
56 **The Medi-Flu 15**/James Gunning
60 **Last Days of the Chehalis Western**/Ruppert Baird

Departments

4 **Railnews**/news in color
6 **Fanmail**/letters from readers
9 **Timetable**/events
16 **Railroadiana**/product news and reviews
24 **Videos**/videotape reviews
27 **We'd like you to meet.../**Baird & Gunning
30 **Camera Bag**/Really Want to Change Places? (Nelson)
37 **Railfun**/Curt Katz
38 **Transit Currents**/George M. Smerk
44 **Railnews**/news in detail
68 **Markers**/editorial commentary
70 **Switch List**/classified advertising
72 **Advertising Index**/the railfan marketplace
74 **Railnews**/news in color

Cover

Things can change quickly in railroading. When we billed our Chehalis Western article in July's COMING NEXT MONTH, we thought we had a very current article on a railroad you could go out and chase this summer. As the story was in preparation, however, we learned that Weyerhaeuser had announced that the railroad would be shut down on July 1, 1992. The "Jinx" had struck even before we could get into print! It's an interesting story, however, and one that deserves to be told. So this summer, instead of yellow Chehalis Western GP38-2s snaking over the L Street trestle heading out of downtown Tacoma, such as Mike Sawyer caught here on July 16, 1982, you just might have to go after one of the Mount Rainier Scenic Railroad's steam-powered excursion moves or maybe catch the Chehalis-Centralia Association's "Medi-Flu 15" Mikado (page 56) or one of the Tacoma Municipal Belt Line's colorful new Geeps (page 4) there instead. As we say, things can change quickly. Kodachrome by Michael D. Sawyer.

RAILFAN & RAILROAD (ISSN 0163-7266) is published monthly by Carstens Publications, Inc., Phil Hardin Road (Fredon-Springdale Road), Fredon Township, P.O. Box 700, Newton, New Jersey 07860-0700. Phone 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Second-class postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Copyright © 1992 by Carstens Publications, Inc. Printed in U.S.A.

SUBSCRIPTIONS: U.S.A. and possessions: $25.00 per year, $47.00 for two years, $67.00 for three years. Foreign: $31.00 per year, $61.00 for two years, $90.00 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

ADVERTISING: Advertising offices: RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Phone: 201/383-3355. FAX: 201/383-4064.

RBH
Raritan Bay Hobbies
P.O. Box 4231
Metuchen, NJ 08840
908-494-2932

BOOKS

All Aboard Amtrak	39.95
American Shortline Guide	14.95
Blue Diesels/Black Diamonds	23.95
B&O Pass. Service 1945-1971 Vol. 1	14.95
BN Annual 1980-1991	36.45
BN Into the 90's	37.95
Cabins, Crummies & Hacks Vol. 1	31.95
Cabins, Crummies & Hacks Vol. 2	23.95
Cabooses of the NH &NYC	11.95
Cabooses of the PRR & LIRR	11.95
Cape Cod Railroads	31.95
Classic Freight Cars Vol. 1 40' Box	15.95
Compendium of RR Radio Freq.	11.95
Conrail Motive Power (Lloyd)	(Hard) 35.95
Conrail Motive Power (Lloyd)	(Soft) 23.95
Conrail Motive Power (Withers)	37.95
Conrail Vol. 1 or 2	31.95
D&H In Color	35.95
Diesel Loco Rosters	9.95
DL & W in Color - Sweetland	35.95
Electric Trains to Reading - Coates	14.95
EL in Color Vol. 1	35.95
Erie in Color	35.95
Four Great Divisions	28.95
GN Color Pictorial Vol. 1	39.95
Golden Decade of Trains 50's	35.95
Gotham Turnstiles	26.95
Jersey Central Diesels	37.95
Jersey City Westbound	23.95
Katy Diesels To The Gulf	31.95
L&HR Vol. 2 East End	6.95
L&N in the Appalachians	33.45
Lehigh Valley in Color Vol. 1 or 2	35.95
N&W 1st or 2nd Generation Diesels	37.95
N&W - Diesel's Last Conquest	10.95
NYC Color Photo of Nowak	35.95
NYC Lightening Stripes - Yanosey	35.95
Pennsy Diesel Years Vol. 1,2,3, or 4	35.95
Pennsy Electrics Vol. 1	35.95
Pennsy K-4's Remembered	5.45
Pennsy Steam Years Vol. 1	35.95
Public Service: Union Trolley Line	8.45
PRR Color Guide to FGT. & Pass Equip.	35.95
P&WV: The Story of the High & Dry	39.95
RF&P - Millander & Kaplan	33.45
Railroad Night Scene	34.95
Reading Diesels: First Generation	43.95
Route of Phoebe Snow	19.95
Seaboard Air Line - Calloway	37.95
Signatures in Steel	39.95
SP/D&RGW into the 90's	(Soft) 28.45
Steam Era of Lehigh Valley	23.95
Subway to the World's Fair	5.95
The Final Years - NYO&W	12.45
Union Pacific 1990	37.95
Wabash in Color	35.95
Wheat Lines & Super Freights	51.95
WM Cabooses	(Soft) 23.95
WM Ry. in the Diesel Era	34.95

NEW ITEMS SHIPPED AS AVAILABLE
TERMS
The above listing is only a small sample of the titles we can supply at a 15-20% savings off the list price. Send a large self-addressed envelope for a complete Book and Video listing. New items are shipped as available!
Master Card and VISA accepted. Shipping on U.S. orders add $3.00 for first item, $1.00 for each additional item up to a $5.00 maximum. Foreign orders welcome, postage at cost. NJ residents add 7% sales tax. Phone orders accepted with proper credit card information.

Fanmail

Amtrak's Super Sucker

I'm afraid that the caption information I supplied with my photos of Amtrak's "Super Sucker" truck in the May '92 issue is in error. This vehicle is *not* used to empty the experimental retention septic systems being tested on some Superliner cars. In fact, the truck is used to pump out sewer drains and catch basins in Amtrak yards and along the right of way, thus, the truck's high-rail apparatus. Amtrak is currently equipping several of its facilities with similar vehicles. I'm sorry, my original information proved to be just so much bilge. Oops.

CURTIS L. KATZ
Chicago, Ill.

Oil Cans by the gallon

Reading Dave Burton's "They Call 'em the "Oil Cans" (R&R June '92) was most pleasurable for it combined avocation with vocation for this escapee from the oil industry. My attention was drawn to those big gallon figures at the end. They need to be seen in proper perspective.

The 672,890,400 gallons per year turns out to be only 44,000 barrels per day, or the feed to a typical small West Coast refinery. Using an old pipeliner's diameter-inch rule-of-thumb this would have been a 9" pipeline and sizewise at a disadvantage. Had it been a more typical 18" line it could have carried four times as much oil and on a cents-per-ton-mile basis would have had the advantage. His pipeline on wheels fitted the specific situation well and made for some interesting railroad reading.

CARL M. LATHROP
Madison, N.J.

Oil Can update

The Oil Cans article in the June '92 issue needs an update. As of December 17, 1991, the Shell refinery in Carson was sold to Unocal. Shell kept about half the property to be used as a storage facility for southern California gasoline distribution, and they are shutting down the gasoline refinery part of the plant. Unocal has taken most of the remaining property including the coking facility which their nearby plant lacked. It appears that oil will continue to be delivered by rail to the plant to be used by Unocal, although future contracts may change this.

PETER ARNOLD
San Luis Obispo, Calif.

On Liquified Natural Gas

Your June '92 issue RAILNEWS item on page 47 under "B-Units, Natural Gas and Big Blows" refers to "compressed LNG." This phrasing perpetuates the misconception that LNG is under pressure, (did you ever try to compress liquid?) and is, therefore, highly volatile. Rather, LNG is natural gas reduced to liquid form by extremely low temperature, and it becomes volatile only as it vaporizes. Unassisted, it vaporizes very slowly, and if ignited immediately (following, say, a derailment and tank rupture), it burns rather than explodes.

The UP apparently plans to pressurize the gas for injection after it is vaporized, but at that point it's compressed natural gas. There's no such thing as compressed LNG.

Clarity is important. Too many people think of a tank full of LNG as a bomb. It's a great deal safer than gasoline or, for that matter, diesel fuel.

JEREMIAH ROSS
New York, N.Y.

Skip Clark and Edaville

Just a brief note to thank you for your fine remarks about Skipper in the June issue. I had known Skip ever since he was 13 and spent many hours with his family during my teen years. In fact it was his father (Lonnie)

CASEY JONES
VIDEO PRODUCTIONS
P.O. BOX 1385 TORRINGTON, WY 82240
(307)532-7204 INFORMATION
(800)231-1385 ORDERS ONLY
VISA MASTERCARD
JUST RELEASED!
BURLINGTON NORTHERN
DENVER DIVISION PART 1

From the mountains of Wyoiming and Montana to the sand hills of Western Negraska, Casey Jones Productions takes you on an exciting tour of the gigantic Denver Division. Produced by a professional railroader. Quality color and sound. 90 Mins.
$39.95
COMING SOON! BN PART 2 and M&StL(30's-50's)
Buy 2 or More and Save
$39.95 ea. 2 for **$69.95**
All Three for **$90.00**
plus $2.50 S&H per order
MASTERCARD VISA

New! **Burlington Northern Locomotive Directory 1992** New!

Single line roster entry with R/N, B/N, B/D, former owners, remarks and dispositions for models owned or on long term lease since 1975, plus all E, F, and Alco's. 161 halftone photographs. 28 bits of specifications on each model. Pre-merger rosters. 137 pages. **$19.95.**

Montana Rail Link Trackside Guide & Locomotive Directory

All of GNP's traditional guide features plus a complete history of every MRL locomotive with 28 bits of technical specifications on each. 90 pages, 100 halftone photographs. **$16.95**

BN - Pasco to Marias Pass - 48 pages	$11.95
BN - Columbia River Gorge - 34 pages	$10.95
CP Rail - Kicking Horse Pass - 24 pages	$ 9.95

All three guides describe road access to trackside, trainwatching sites, operations, scanner frequencies, stations, motive power, photos, topo maps, and more.

TWO GUIDES $18.00 ALL THREE $28.00
(ALL BOOK PRICES POSTPAID)
► Immediate Delivery Guaranteed
► Dealer Inquiries Welcomed

ROBERT C. DEL GROSSO / GNP PUBLICATIONS
Rt. 4, Box 627-A Bonners Ferry, ID 83805

who used to drive us down to Edaville when Mr. Atwood first got going. We had a club in those days called the Mystic Knights of the Shining Rail. Mr. Atwood had some large signs painted up for us which he nailed to the sides of the caboose and it became our private buggy every time we visited. The Worcester Sunday *Telegram* did one of the first full features on the pike. We were there the day they showed up along with Linwood Moody. I recall walking the tops of the boxcars with Lin while they were swaying along back and forth on this one mile main. The first engineer was Earl Knight. We used to ride the cab with him, in fact, on the boiler sides and on the pilot. What a thrill! When No.8 arrived her smokebox number was missing. At the instigation of Skip's dad we had a new No.8 sand cast for Mr. Atwood. In later years when the loop was completed Mr. Atwood was just like a kid with a big Lionel train set. He'd follow us around in his '47 Olds and wave as we passed the crossings.

BRUCE C. BOWDEN
Stone Mountain, Ga.

Edaville mystery

Thank heaven — mystery solved. So it was Richard Holt and Frank Walsh, and not John Holt and Van Walsh, who bought Edaville No.8. Who else bought B&H equipment and sold it to Atwood at cost? The Shadow knows.

E.T.M.
Washington, D.C.

✏ *And Ed Mead should know, because he was there. A few days after receiving his card, I got a phone call from none other than John Holt, who was visiting family in New Jersey. We got together for dinner, and he related numerous stories of his experiences with the B&HR, Ellis Atwood and the early Edaville. His partner in the purchase of No.8, coordinated with Atwood's purchase of No.7, was Frank VanWormer Walsh, often known as "Van" Walsh. Holt and Walsh show up with different first names in various publications over the years. We hope to get John and Van together with No.8 at Edaville and share some of their story in a future issue* — J.B.

Social Circle reference

I normally do not make much of a fuss when it comes to mistakes. However, I have noticed in the June 1992 RAILNEWS that whoever did the Great Walton Rail story should have paid a little bit more attention to his geography. Covington, Ga., is located west of Social Circle, not east of Social Circle. I could not let this error go unnoticed.

ROY S. OSBORN
Stone Mountain, Ga.

Ottawa oops

An error crept into the article on "BN's Ottawa Branch" via our telephone conversations. The "Q" depot which became a beauty parlor is in Streator, not Ottawa. The Ottawa depot is still used by BN for its agent, Mr. Maury Seng, who also covers Wedron. BN's local maintenance people also use the Ottawa depot.

DICK WIRTHMAN
Naperville, Ill.

From Ottawa

As a 17 year resident of Ottawa, Ill., living and working within a half-block of the "Ottawa Branch" reported on by Mr. Dick Wirthman in your June '92 issue, I read his article with great interest. However there is one error: the BN depot in Ottawa is not now, nor ever has been a beauty parlor. It is still owned and operated as the office of the Ottawa to Streator operations by the Burlington Northern, and is in daily use by the BN. Though only one track — the main line of the branch to Streator remains alongside the depot today — it is a classic example of the brick, tile-roofed railroad station from the earlier part of this century. It is still in (apparently) excellent condition.

There is another situation arising on the horizon of the Ottawa Branch that may be a problem to the railroad in addition to the condition of the bridge over the Illinois River at Ottawa. One of the two major glass plants in Streator, Anchor Glass, has announced that it will be closing its Streator plant in June 1992, laying its 450 employees off per-

NEW RELEASES FROM TRACKSIDE VIDEO

STEAMIN IN '91 with the A&WP 290, Reading 2102, SR 4501, NKP 765, PM 1225, Ohio Central 1551, and **hi-lites of NS 25th anniversary special with 4501/611/1218.** 117 min $29.95

FORTY-FIVE "O" ONE A look at Southern's 2-8-2's through the years as told by retired Southern master mechanic Bill Purdie. Lots of **4501** action with freight and excursions in 91. 56 min $29.95

HIGH IRON TO HUNTINGTON Week long coverage of the 1991 NRHS convention in Huntington. Coverage includes inbound specials, 765/1225 doubleheaders and side by side action and all trips with 1218. 93 min $29.95

From Trackside Video for only $29.95 each plus $3.00 s/h 1st tape, $1.00 ea add tape
To Order Call Toll Free 1-800-548-8476
or send check or money order to:
TRACKSIDE VIDEO
P O BOX 234
FOREST PARK, GA 30051-0234
VISA * MASTERCARD * DISCOVER

Carl Loucks

...SELLING RAILROAD TIMETABLES
464 Washington Ave., North Haven, CT 06473

SPECIALS OF THE MONTH...
a few of the more than 250,000 items in our stock, We do NOT sell any reprints. All are original railroad issue. You'll learn about railroad operations from these ...

PUBLIC TIMETABLE SPECIAL:
The history of your favorite road told in timetables. Three system timetables, one from the 1940's, one from the 1950's and one from the 1960's. Choose from ATSF, ACL, B&M, CB&Q, C&EI, D&H, DL&W, CV, C&O, B&O, IC, GN, L&N, LV, MP, NH, NYC, N&W, NP, PRR, SLSF, SOU, UP, WAB, WP. Each set, three timetables ..... $15.
Any six sets of three TTs each, 18 Timetables ..... $60.

EMPLOYEE TIMETABLES:
The best way to learn about railroad operations, line by line, stations, signal rules, mileages, etc. Many have complete maps and grade profiles.

ATSF - System 1989	$20.
BN - Denver 1989	$12.
BN - Nebraska 1989	$12.
BN - Galesburg Region 1989	$12.
BN - Lake Region 1989	$12.
CN - Great Lakes 1989	$12.
CP - Toronto/London 1988	$12.
CR - Harrisburg 1989	$15.
CR - Philadelphia 1990	$15.
CSX - Florence 1987	$10.
CSX - Tampa 1987	$10.
CNW - System 1989	$12.
NS - Eastern 1988	$12.
NS - Georgia 1989	$12.
NS - Pocahontas 1988	$12.
NS - Piedmont 1988	$12.
MP - System 1985	$10.
SOO LINE - System 1989	$12.
SP - Eastern Region 1989	$12.
SP - Western Region 1989	$12.
Any five above for just	$50.
Any ten above for just	$80.
All twenty above for just	$140.

EMPLOYEE TIMETABLE STARTER KIT:
Ideal for the new collector. Ten employee timetables, hours of interesting reading about railroad operations. One each from the SP, UP, ICG, SBD, SOU, ATSF, BN, MP, L&N, AND MILW.
All ten for $40.00

MAJOR RAILROAD EMPLOYEE TIMETABLES
You'll receive seven different ETTs covering various divisions of these major lines. Random dates from the 70's and 80's. Choose from:

ATSF ..... 7 ETTs for	$30.
CN ..... 7 ETTs for	$30.
ICG ..... 7 ETTs for	$30.
L&N ..... 7 ETTs for	$30.
N&W ..... 7 ETTs for	$30.
SP ..... 7 ETTs for	$30.
ANY FOUR SETS FOR	$100.

New Catalogue Issued Monthly
Sent with each order or SSAE

Carl Loucks
... SELLING RAILROAD TIMETABLES
464 Washington Ave., North Haven, CT 06473

DISCOUNT BOOKS

ALLEGHENY SUBDIVISION	16.95
AMERICA'S RURAL HUB	35.95
BUFFALO CREEK & GAULEY	18.00
C&O Mainline & Mine Runs	13.50
Cabooses of North America, Vol 2	17.95
Canadian Pacific Railway	17.95
CANADIAN SUNSET	49.50
CAPE COD RAILROADS	35.95
Chicago & Northwestern Power	17.95
Colorado Rail Annual #7	5.50
Colorado Rail Annual #19	35.95
CRIPPLE CREEK THEN & NOW	22.50
Extra South	19.95
Golden State Rails	3.95
Ghost RRs of Central Arizona	16.95
H. Huntington & Pacific Electric	15.25
Life & Times of Pacific Electric	8.95
Lines East - Great Northern	21.50
Lines West - Great Northern	17.95
Main Streets of the Northwest	17.95
Narrow Gauge in the Rockies	21.50
New England Rail Album	8.95
North American Loco Production	17.95
North Bank Road	22.50
Overland to the Rockies	11.95
PA4 Locomotive	24.95
Pere Marquette Power	21.50
PIONEERS OF ELECTRIC RRing hb	40.50
PIONEERS OF ELECTRIC RRing sb	31.50
SAN DIEGO TROLLEY	23.50
SANTA FE, PRESCOTT & PHOENIX Ry	35.95
SANTA FE, Route to the Pacific	31.50
Silm Gauge Cars	17.95
Snowplow	22.50
Southern Pacific Bay Area Steam	33.95
Tall Tails of the Rails, CC&O	17.95
The Berkshire & Texas Types	35.95
The Ontario Northland Railway	17.95
The Soo Line	17.95
To Seattle by Trolley	19.95
Tweetsie Country	29.25
Tweetsie Blue Ridge Stemwinder	11.95
Western N.Y. & Pa. Traction	11.25

DISCOUNT VIDEOS

-RAILWAY PRODUCTIONS-

Narrow Rails Still Shine	23.95
Sugar Cane Train	15.95

-PENTREX-

ACROSS DONNER SUMMIT	31.95
ACROSS MARIAS PASS	31.95
Alaska Railroad	39.95
BEST OF 1991	39.95
Cajon/Tehachapi Loop	39.95
CHATTANOOGA STEAM REUNION	19.95
Denver & Rio Grande Western	39.95
EASTERN KENTUCKY COAL	31.95
HUNTINGTON STEAM CELEBRATION	23.95
Kansas City Southern	31.95
LOGGING RR OF THE SIERRAS	19.95
LTV MINING RAILROAD	31.95
MEXICO RAILS (2 Tape Set)	55.95
CENTRAL MEXICO RAILS	31.95
NORTHERN MEXICO RAILS	31.95
Missouri Kansas Texas	31.95
Montana Rail Link	31.95
Pentrex Preview, Vol. 1 & 2	15.95
PENTREX PREVIEW, Vol. 3	15.95
SANTA FE 3751-RETURN TO STEAM	23.95
SANTA FE's ARIZONA MAINLINE	31.95
SOUTHERN PACIFIC's SHASTA DIV.	31.95
STEAM TO HUNTINGTON	23.95
STEAM TO SACRAMENTO	23.95
THE WISCONSIN CENTRAL	31.95
WESTERN MARYLAND SCENIC RR	15.95

-GREEN FROG-

Colorado N.G. Passenger Chase	31.95
The C&T in 73	19.95
The California Zephyr	39.95
The Chama Turn	39.95
The Rock Island	39.95
Worktrain to Silverton	15.95

All Videos are VHS only

Send Large SSAE for FREE list of over 600 Books & Videos
FREE SHIPPING WITHIN U.S.

Make checks payable to:

BV&M
P.O. Box 76
Tulsa, OK 74101-0076

manently. This leaves only Owens-Illinois as a glass manufacturer in Streator, and that facility is only about 10% of its size and productivity of ten years ago.

BN employees have told me that this Ottawa Branch "bridge line" between Ottawa and Streator has been one of the more profitable operations in the past because of the interchange between BN, Conrail and Santa Fe in Streator. Also, seeing these trains daily for many years, it is noticeable that there are still many other kinds of merchandise cars in both directions daily than covered hoppers for silica sand.

ANDREW C. WILSON
Ottawa, Ill.

Between Coffeyville and Kansas City

For the sake of accuracy, it hasn't been nearly 40 years since the last passenger train operated between Kansas City and Coffeyville, Kansas, via the old Missouri Pacific route as mentioned in the July '92 RAILNEWS.

There have been some Union Pacific business specials in recent years, and 4-8-4 8444 (before being renumbered back to 844) pulled an excursion train northbound in the fall of 1984 while returning to Cheyenne from the 1984 World's Fair in New Orleans.

The last revenue passenger train for the MoPac between Kansas City and Coffeyville ran in the March of 1960, and MoPac's *Colorado Eagle* operated over the Kansas City-Osawatomie segment until the end of March 1966.

LARRY L. BYERS
Herington, Kans.

Railfanning is:

Having a Chinese steam locomotive run through your hometown.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN 1992 Excursion Season. The following listings indicate **Date**, locomotive, route and (sponsoring organization). See coded listings at the end for addresses of the sponsoring organizations and contact them for tickets, fares and specific details. Engine 611 is N&W Class J 4-8-4, 4501 is Southern Railway 2-8-2, and 1522 is Frisco 4-8-2.

July 11-12, 611 Detroit to Ft. Wayne and return each day (BWC); **July 18**, 611 Buffalo, N.Y., to Girard, Pa., and return (NNRH).

August 8, 611 Erie, Pa., to Rocky River, Ohio, with diesel return (LSRH); **August 15-16**, 611 Cleveland-Bellevue-Columbus round trip each day for Ohio State Fair (MADR); **August 24**, 611 Roanoke to Radford, Va., and return for National Guard Assn. Convention, (RNRH).

September 12, 4501 Asheville, N.C., to destination to be announced (ASHV); **September 13**, 4501 Asheville to Bulls Gap, Tenn., and return (ASHV); **September 19**, 611 Cincinnati, Ohio, to Muncie, Ind., and return (CRC); **September 20**, Cincinnati to Danville, Ky., and return (CRC); **September 26-27**, 611 Lexington, Ky., to Chattanooga, Tenn., with overnight layover and return (BGRM).

October 3-4, 4501 Huntsville, Ala., to Chattanooga round trip each day (NARM); **October 10**, 611 Roanoke to Walton, Va., two round trips (RNRH); **October 11**, 611 Roanoke to Bluefield round trip (RNRH); **October 17**, 611 or 4501 Greenville, S.C., to Atlanta and return (GVN); **October 18**, 4501 Greenville to Columbia, S.C., round trip (GVN); **October 24**, 611 Charlotte to Asheville, N.C., via Salisbury round trip (PCCN); **October 25**, 611 Charlotte to Asheville via Saluda Hill round trip (PCCN); **October 31**, 611 Greensboro, N.C., to Roanoke and return (GNRH); also in **October**, trips will be run out of Chattanooga for (TVRM).

November 1, 611 Greensboro to Asheville, N.C., round trip (GNRH); **November 7**, 611 Atlanta to Toccoa, Ga., round trip (ANRH); **November 8**, 611 Atlanta to destination to be announced (ANRH); **November 14-15**, 611 Birmingham, Ala., to Chattanooga and return each day (HOD).

The sponsoring organizations are: (ANRH) Atlanta Chapter NRHS, P.O. Box 333 Tucker, GA 30085; (ASHV) Asheville Chapter NRHS, c/o Antique Train & Toy Co., 523 Merriman Ave., Asheville, NC 28804; (BGRM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592; (BWC) Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068; (CRC) Cincinnati Railroad Club, P.O. Box 27050, Cincinnati, OH 45227; (FWRH) Ft. Wayne Railroad Historical Society, P.O. Box 11017, Ft. Wayne, IN 46855; (GNRH) Greensboro Chapter

BALTIMORE AND OHIO'S **CINCINNATIAN**

On it's run to it's Namesake City

Full color oil painting reproduction measuring 19"x24" (image area, 16"x20") $29.95 (PA residents add 6% Sales Tax). Limited Edition, 500 prints signed and numbered by the artist.

MAILED IN TUBE

SEND TO:
JOHN T. DERR
587 ASPEN WOODS DRIVE
YARDLEY, PA 19067

NRHS, P.O. Box 16745, Greensboro, NC 27406; (GVN) Greenville Chapter NRHS, P.O. Box 5481, Greenville, SC 29606; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (LSRR) Lake Shore Railway Historical Society, P.O. Box 571, North East, PA 16428; (NARM) North Alabama Railroad Museum, P.O. Box 4163, Huntsville, AL 35815; (NNRH) Niagara Frontier Chapter NRHS, 4 Alabama Place, Lockport, NY 14093; (PCCN) Piedmont Carolinas Chapter NRHS, P.O. Box 11753, Charlotte, NC 28220; (RNRH) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032.

DULUTH, MINNESOTA, through August 1992. "Styling the Streamliners" exhibit of EMD Styling Section and Bern Hill advertising lithographs at the Lake Superior Museum of Transportation. Also on display are the museum's regular attractions including DM&IR 2-8-8-4, Milwaukee Road boxcab electrics and GN "*Hustle Muscle*" SD45. Contact: Lake Superior Museum of Transportation, 506 W. Michigan Street, Duluth, MN 55802; 218/727-0687. Normal $5 adult admission applies.

CASS, WEST VIRGINIA, Saturdays through September 5. Snowshoe Mountain Resort hosts dinner trains on the Cass Scenic Railroad departing at 5pm for a roughly 4-hour trip. Shay-powered train runs to Whittaker, where barbecue dinner is served, followed by live Bluegrass entertainment. Adults $25, children under 12 $15. Phone 800/CALL-WVA or the Cass Ticket Center directly at 304/456-4300, or write: Snowshoe Mountain Resort, P.O. Box 10, Snowshoe, WV 26209.

SPRINGDALE, ARKANSAS, through Fall 1992. Arkansas & Missouri mixed trains depart at 8am on Wednesdays, Fridays and Saturdays for round trip on the scenic south end to Van Buren and Fort Smith. Ex-CNJ and Erie coaches are hauled on rear of A&M Alco-powered working freight. Wednesday trips $29.50, Friday or Saturday $34.50. Contact: Arkansas & Missouri Railroad, 107 N. Commercial Street, Springdale, AR 72764; 501/751-5763.

WEST LEESPORT, PENNSYLVANIA, July 4. Iron Horse Ramble to Jim Thorpe and return on the Reading & Northern with BM&R 4-6-2 425. Adults $35, kids $5, dome $55. VISA and MasterCard accepted. Contact: Blue Mountain & Reading Railroad, P.O. Box 425, Hamburg, PA 19526 or phone (Monday-Friday 9am-5pm) 215/562-2101 or 215/562-4083. For ticket sales only, call 800/345-7215.

RUTLAND, VERMONT, July 11. Rare mileage excursion on Vermont Railway and Central Vermont Railway to Burlington and Essex Junction. Contact: Massachusetts Bay Railroad Enthusiasts, P.O. Box 1393 East Arlington, MA 02174-9991; 617/489-5277.

SPENCER, NORTH CAROLINA, July 11-12. 5th Annual Railfan Days featuring freshly shopped 2-8-0 604 and possibly Shay 1925. Steam and diesel power on freight and passenger trains, equipment display, speeders, caboose rides and much more. One-day admission $10, railroadiana and model show $2 extra, night photo session on the 11th $5 extra. Send SASE to: NCTHC Railfan Days, P.O. Box 44, Spencer, NC 28159; 704/636-2889.

BLUEWATER MICHIGAN CHAPTER NRHS, P.O. Box 296, Royal Oak, MI 48068-0296 (313/399-7963) is sponsoring the following excursions and events:

July 11-12, Allen Park, Michigan, to Fort Wayne, Indiana, behind N&W 4-8-4 611. Adults $69, children $54, first class $195.

September 12-13, Detroit and Dearborn to Marshall, Michigan, on Amtrak for Historic Homes Tour. Adults $65, children $45.

September 26 and October 3, Windsor to Toronto, Ontario, on VIA and TTC with tour guide. Adults $105, children $85.

LET'S TRAVEL TOURS, P.O. Box 2768, Riverside, CA 92516-2768 (714/787-8350), is sponsoring the following excursions:

July 12-21, "Miles of Memories" includes Amtrak's *Coast Starlight,* private coach behind freight on SP branch in Oregon, Mt. Hood Railway, bus and boat cruises along Columbia River and SP 4-8-4 4449 to San Jose. From $1495.

July 25-31, "Pacific Limited" behind UP 3985 San Jose-Salt Lake City via Altamont Pass and Feather River Canyon. Four overnight stops en route. Write for fares.

September 20-28, Utah fall colors tour of Bryce Canyon, Zion, Grand Canyon and other scenic attractions via Amtrak and Highway 12. From $930.

CALGARY, ALBERTA, July 18-19. Railway Days at Heritage Park Historical Village featuring steam-hauled passenger, freight and mixed trains (some doubleheaded) on mile-long captive track using matched U.S. Army 0-6-0s. Turntable demonstrations, telegraphy, hooping, model displays and much more, all in a pre-1914 prairie village setting. Contact: Heritage Park Historical Village, 1900 Heritage Drive S.W., Calgary, Alberta, CANADA T2V 2X3; 403/259-1900.

STEAM TRIPS TO AND FROM SAN JOSE (Updated) for the NRHS 1992 National Convention (see listing below) will be powered by SP *Daylight* 4-8-4 4449 out of Portland, Oregon, and UP 4-6-6-4 3985 out of Cheyenne, Wyoming. Addresses for sponsoring groups are given below. Contact the appropriate sponsoring group for details on segments you wish to ride.

SP 4449: July 18 Portland-Klamath Falls; July 19 Klamath Falls-Sacramento; July 20 Sacramento-San Jose; July 22-26 convention; July 27 San Jose-Sacramento; July 28 Sacramento-Klamath Falls; July 29 Klamath Falls-Portland. Send an SASE to: Friends of the 4449, P.O. Box 42486, Portland, OR 97424 or phone 503/244-4449 (BIG-4449) VISA and MasterCard accepted.

UP 3985: The "*Pacific Limited*" July 11 Cheyenne-Rock Springs; July 12 Rock Springs-Salt Lake City; July 13 layover SLC; July 14 Salt Lake City-Elko; July 15 Elko-Winnemucca; July 16 Winnemucca-Portola; July 17 layover at Portola; July 18 Portola-Sacramento; July 19 Sacramento-San Jose; July 22-26 convention; July 26 San Jose-Sacramento; July 27 Sacramento-Portola; July 28 Portola-Winnemucca; July 29 Winnemucca-Elko; July 30 Elko-Salt Lake City; July 31-August 1 layover SLC (on August 1, 3985 will make a SLC to Cache Junction round trip under local sponsorship); August 2 SLC-Rock Springs; August 3 Rock Springs-Cheyenne. Contact: The "*Pacific Limited*," P.O. Box 27081, Salt Lake City, UT 84127-0081, or call 800/444-3985.

NOTE: Bus connection will be available between Cheyenne and Denver Stapleton Airport on July 10 and August 3.

SAN JOSE, CALIFORNIA, July 22-26. Central Coast Chapter NRHS will host NRHS 1992 National Convention. Attendees can travel to/from San Jose aboard trains powered by UP 4-6-6-4 3985 out of Cheyenne or SP 4-8-4 4449 out of Portland (see listing above for details). The following is the schedule of convention rail operations. Photo stops are planned for all trips. For details contact: Central Coast Chapter NRHS, P.O. Box 36301, San Jose, CA 95158-6301. Ticket orders can phone 408/263-2798.

Wednesday, July 22, 3985 San Jose-Stockton round trip via Altamont Pass.

Thursday, July 23, SP 4-6-2 2472 San Jose-San Francisco round trip and UP 4-6-6-4 3985 San Jose-Oakland round trip with passengers going on one train and returning on the other with cross-bay ferry connection. Also optional tour of Muni and vintage trolleys.

Friday, July 24, No trips, engines on display at San Jose, night photo session with 4449 and 2472.

Saturday, July 25, 4449 San Jose-Sacramento round trip via Martinez, optional visit to railroad museum or ride on light rail system.

Sunday, July 26, 4449-2472 doubleheader San Jose-Watsonville Junction round trip.

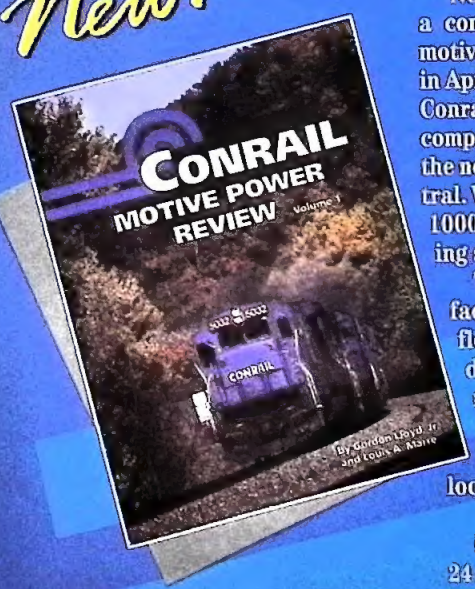
SCHEDULE TELEPHONE HOTLINE: For up-to-date information on the convention and ferry moves, call (from a touch-tone phone) 805/499-5574 and press "2" or 805/499-6071 and press "2." This is a *Flimsies* Magazine Hotline set up in cooperation with the convention management.

POCOMOKE CITY, VIRGINIA, July 25. Worcester, Accomack & Northampton Daycoach will operate two round trip excursions to Parksley over historic New York, Philadelphia & Norfork trackage using vintage cars and Eastern Shore Rail-

CONRAIL MOTIVE POWER REVIEW

VOLUME 1

New!



New from Interurban Press. This is a comprehensive study of Conrail's motive power from the very beginning in April, 1976, when Congress created Conrail from 16 eastern U.S. railroad companies - the largest of which was the notorious and bankrupt Penn Central. Volume 1 covers locomotives from 1000 to 5593 (in the revised numbering scheme).

The many challenges Conrail faced in standardizing this diverse fleet are recounted in fascinating detail: the long saga of retirements and rebuilds and the eventual heralding of that long-awaited day when the first new locomotives were ordered.

This book is a must for all fans of Conrail and diesels in general. 136 pages, with comprehensive rosters, 241 black-and-white photos depicting every type of Conrail locomotive, and a special color photo section featuring many of the unusual Conrail color schemes, all printed on acid-free paper in durable smythe-sewn hardbound or softbound editions.

#B308	Hardbound	$44.95
#B309	Softbound	$29.95

Check or Money Order Visa/MasterCard

In stock for immediate delivery

Pentrex

Order Line: 800-950-9333
24 Hours A Day FAX 818-793-3797

P.O. Box 94911, Pasadena, CA 91109
CALL OR WRITE FOR FREE CATALOG

Please add $4.00 shipping per order, plus $1.00 for each additional book. Canadian customers add $5.00 shipping per order, plus $1.00 for each additional book. CA residents please add 8.25% sales tax. MN residents please add 6.5% sales tax. All other foreign customers add $10.00 per book.

Green Frog Productions

Two Incredible Collection

Chicago Odyssey Volume I

From the camera of Emery Gulash

Where else in the U.S. can one find so much railroad action, but in Chicago ... especially in the 50's and 60's!

World respected rail photographer Emery Gulash began capturing prolific amounts of action in and near the Chicago area from the early 50's. There are 15 railroads portrayed in Volume I such as:

Santa Fe, CB&Q, Northern Pacific, Great Northern, Chicago & Western Indiana, Milwaukee Road, Rock Island, North Shore, Grand Trunk, GM&O, Illinois Central, Monon, Norfolk & Western, C&EI, and C&O.

EMERY GULASH

In the mid-fifties, to be a railfan, and in Chicago, there was no limit to the majestic views of railroads. Exotic first generation diesels, sparkling consists of the new streamlined passenger trains, well maintained trackwork ... these were all the things that truly excited the railfan of that time ... and Emery Gulash was no exception.

Filmed in crisp, bright 16 mm color, witness the end of steam on a few roads and the birth of the diesel as the mainstay of power for freight and passenger.

EMERY GULASH

If there ever was a documentary of rail action in and around Chicago, this has to be it! Typical incredible Gulash photography, coupled with the Frog's fast paced editing and sparkling STEREO Hi-Fi sound make this Volume I a collectors item you've just got to have!

EMERY GULASH

Over 2 Hours (two tapes in our attractive Odyssey series packaging) ... retail $79.95 ... **INTRODUCTORY SALE $69.95** UNTIL SEPTEMBER 1, 1992.

Send check or money order or CHARGE it.
Add $5.00 for Priority Mail Shipping.
Call our toll-free hotline: 1-800-227-1336 or (404) 422-2220.
Send for our attractive FREE catalog.

MasterCard VISA DISCOVER AMERICAN EXPRESS Card

Green Frog Productions
200 N. Cobb Parkway / Bldg. 100, Suite 138
Marietta, GA 30062
1-800-227-1336 / (404) 422-2220

Green Frog tapes are also available in PAL from Steam Powered Video, Kent England.
Call 0227 752526 or write: Steam Powered Video,
Dawes Road, Dunkirk, Nr.Faversham, Kent ME139TP, United Kingdom.

TAPES You've GOT To Have!

Green Frog Productions

The Empire Builder

Discovering the Great Northwest

Over six months in the making, this extraordinary documentary is devoted to the legendary 2200-mile track across the Great Northwest. The route was finished in 1893 by Great Northern Railway Founder James J. Hill. Produced by Emmy-award winning producer and feature reporter John Yeager for ABC affiliate KXLY-TV of Spokane, Washington, this 48 minute documentary chronicles the life and times of people who now work on the train and those whose lives it touches.

MIKE DANNEMAN

MIKE DANNEMAN

TOM ALDERMAN COLLECTION

WARREN W. WING

You will see grand views of Amtrak's Empire Builder as it wends it's way from Chicago to Seattle. Spectacular aerial views of the cab and on train shots as well as beautiful rural by's make this a MUST tape!

What makes **The Empire Builder: Discovering the Great Northwest** different from other rail documentaries? It tells a story of America and how it found its way across prairies and through the mountains. Breathtaking scenery, a behind-the-scenes look at Amtrak's passenger service, the Great Northern's original Empire Builder, classic footage of electric action as well as a look at the Great Northern Railway Historical Society's 1991 Convention are just some of the featured stories.

Available EXCLUSIVELY from Green Frog, its distributors and dealers!
48 minutes . . STEREO H-FI sound $34.95

Add $4.00 for First Class Shipping

Professional quality videos since 1983, and the best service in the industry.

Green Frog Productions
200 N. Cobb Parkway / Bldg. 100, Suite 138
Marietta, GA 30062
1-800-227-1336 / (404) 422-2220

IN STOCK! 2 NEW VIDEOS FROM HERRON

Paducah-built Steam, Classic E's, Roundhouses, and a lot of surprises!
16mm & 8mm film by C.W. Witbeck, H.R. Blackburn, Lyle Key
Tom Beumel, D.J. Williams III, Bob Bullerman, Joe Orgil
Ben T. Young Jr., Dick Baldwin, H.T. Smart & E.G. Baker

MOSTLY COLOR
ABOUT 1 HOUR!
just $ 49.95!

BOSTON & MAINE
in the 4 seasons
Vol. 1

Passenger & Freight runs in the Boston Suburbs when steam ruled the road!
16mm film by Stanley Y. Whitney

ALL COLOR
46 MINUTES
JUST $ 49.95

Herron Videos are Narrated with Sound FX & Music
Toll free order line: 1 (800) 783-3886
Specify VHS or BETA add $3.50 p&h per order
Visa, MasterCard, Check, M.O.
Quality
the difference is on the screen

HERRON rail video
2016 n village ave
tampa, fl 33612

road SD10s. Adults $13, ages under 13 $8. Contact: WANT Inc., Box 135, Parksley, VA 23421

MILES CITY, MONTANA, July 31-August 1 MILWEST Annual Meet at Miles City Community College. Tours, slide shows, railroadiana sales and model contests for fans of Milwaukee Road's Lines West. For details send SASE to: Kirk Petty, Box 423, Ranchester, WY 82839.

COLORADO RAILROAD MUSEUM (P.O. Box 10, Golden, CO 80402; 303/279-4591) will steam up narrow gauge 2-8-0 346 and operate the "Galloping Goose" railcar on the following dates:

August 1-2
September 19-20
December 5-6

WEEHAWKEN, NEW JERSEY, August 2 "Harbor Cruise '92" on luxury yacht *Spirit of New Jersey* departs 9:30am for tour of New York Harbor and the Hudson River above George Washington Bridge, paralleling Metro-North's Hudson Line and Conrail's River Line. Returns 4:30pm. Free shuttle bus from Hoboken Terminal. Food available onboard. $37.00. Send LSASE to: Tri-State Railway Historical Society, P.O. Box 1217, Morristown, NJ 07962-1217 or phone: 201/488-5429.

MILBANK, SOUTH DAKOTA, August 7-9. Trainfest 92. Ride ex-Soo Line and Milwaukee Road coaches on Sisston Milbank Railroad's "Whetstone Valley Express" to Corona with special RPO cancelation and mail service onboard. Plus slide shows, movies, displays and models. Train ride: adults $6, children $3. Model train exhibits (Saturday 10am-8pm, Sunday 10am-5pm): adults $1, children free. Reserve tickets by phoning 605/432-6656 or contact: Milbank Chamber of Commerce, 203 South Main, Milbank, SD 57252.

CLEVELAND, OHIO, August 7-9. 2nd Annual Trolleyfest at Trolleyville U.S.A. featuring operating layouts, displays, dealers, historic trolley rides, nostalgic entertainment, RTA excursion, awards, door prizes, clinics and movies. Contact: Carolyn Hassell, Trolleyfest '92, 7100 Columbia Road, Olmsted Twp., OH 44138; 216/235-4725.

UNION PACIFIC 4-6-6-4 3985 tour to the 1992 Republican National Convention in Houston, Texas. Some of the movements listed below are *not* open to the public. Contact the sponsoring organization(s) as listed for further details.

August 7-9 freight runs Cheyenne-North Platte-Marysville, then deadhead passenger train to Kansas City; **August 11** Kansas City-Coffeyville, Kansas, $114, dome seat $50 extra, bus return $20 (UPHS); **August 12** Coffeyville, Kansas,-McAlester, Oklahoma, (CORHS); **August 13** McAlester, Oklahoma,-Fort Worth, Texas, (CORHS); **August 14** Fort Worth-Houston via Waco and Bryan (GCC); **August 15-21,** on display near Republican headquarters; **August 22** Houston-San Antonio via Valley Junction and Taylor (GCC); **August 23** San Antonio-Fort Worth via Austin and Valley Junction (GCC); **August 24-26** layover at Fort Worth; **August 27** Forth Worth-Dallas private round trips; **August 28** Fort Worth-Dallas (AOSM); **August 29** Dallas-Longview (GETTS); **August 30** Longview, Texas,-Little Rock, Arkansas, via Texarkana (GETTS).

September 1 Little Rock-Van Buren, Arkansas (LRC); **September 2** Van Buren, Arkansas,-Parsons, Kansas, (LRC); **September 4** Parsons-Kansas City (SHRHS), followed by deadhead move to Topeka; **September 4-7** Railroad Days at Topeka, excursions from $10 (TRD); **September 8** deadhead Topeka-Marysville; **September 9-10** freight runs Marysville-North Platte-Cheyenne.

For further information, send LSASE to the appropriate sponsoring organization(s): (UPHS) Union Pacific Historical Society c/o Don Snoddy, 1416 Dodge Street, Room 114, Omaha, NE 68179; (CORHS) Central Oklahoma Chapter NRHS, 1105 Garden Grove, Yukon, OK 73099; (GCC) Gulf Coast Chapter NRHS, P.O. Box 457, Houston, TX 77001; (AOSM) Age of Steam Museum, c/o Challenger Trip, P.O. Box 153259, Dallas, TX 75315; (GETTS) Great East Texas Train Society, P.O. Box 2543, Longview, TX 75606; (LRC) Little Rock Chapter NRHS, P.O. Box 9151, No. Little Rock, AR 72119-9151; (SHRHS) Smoky Hill Railway & Historical Society, 502 S. Walnut, Belton, MO 64012; (TRD) Topeka Railroad Days Inc., 700 SW Jackson, Suite 707, Topeka, KS 66603.

MONTICELLO, ILLINOIS August 15. Monticello Railway Museum special train for dedication of restored Wabash F7 1189 in conjunction with Wabash Railroad Historical Society annual meeting and MRM's Caboose Trains Weekend. Dedication train departs museum 1pm for run to downtown Monticello. Second run (open to public) departs museum 4pm. Wabash model contest in VFW building. Concessions at museum. F7 will run again with caboose train on Sunday. Contact: Charles Inman, Monticello Railway Museum, P.O. Box 401, Monticello, IL 61856; 217/762-9011.

CEDAR RAPIDS, IOWA, August 15. Rock Island Technical Society Annual Meeting & Swap Meet at Sheraton Inn, 525 33rd Avenue SW (west of I-380). Slide shows, movies, modeling

GOLDEN SPIKE ENTERPRISES INC.

★★★★ *Railroad Memorabilia* ★★★★

One of the nation's leading dealers in railroad memorabilia offers railroad dining car items, lanterns, and other railroadiana from the glory days of railroading.

Send $1, and large SASE for listing, refundable with purchase.

Golden Spike Enterprises Inc., P.O. Box 422
Williamsville, NY 14221 (716) 689-9074

clinics. Members $2, non-members $3, children under 12 and spouses free. Contact: Paul Schuch, 708/232-3497 days; Steve Hile, 708/357-0813 evenings

FLINT, MICHIGAN August 15-16 Crossroads Village & Huckleberry Railroad morning railfan special on Saturday with photo runbys featuring D&RGW 464, the only operable "Mudhen" K27 2-8-2. Plus regular hourly runs, restoration shop tours, swap meet and night photo session. On Sunday, shop tours, hourly runs and early evening railfan special with runbys Contact. Genesee County Parks & Recreation Commission, 5045 Stanley Road, Flint, MI 48506; 313/736-7100

WISCONSIN DELLS, WISCONSIN, August 17-21. "Study of Steam Power" one-week class taught by Tom Stockton and Larry Massey. Tuition $100. Contact: R&GN Preservation Society, Bill Koster, P.O. Box 842, Wisconsin Dells, WI 53965; 608/254-6367

DECATUR, ILLINOIS, August 22-23 Illinois Central Railroad Historical Society 13th Annual Convention & Railroadiana Show at Decatur Civic Center, Route 36 just east of Business Route 51. Railroadiana and model show & sale 11am-6pm Saturday and 10am-5pm. Banquet and evening program begin at 6:30pm Saturday. Banquet fee $15. Contact. ICHA Annual Convention Committee, P O. Box 288, Paxton, IL 60957.

TOURS OF STEVENS AND STAMPEDE PASSES August 22-23 and September 12-13. Two-day on-site field seminars and walking tours of two legendary railroad passes east of Seattle in the Washington Cascades, sponsored in part by the U.S. National Park Service and the U.S. Forest Service. Each person should bring a flashlight, wear shoes or boots appropriate for trail and roadbed walking, and have clothing for all possible weather conditions.

August 22-23 Stevens Pass: Tour original Great Northern line including snowsheds, tunnels, horseshoe curves, mountaintop switchbacks and 2.6-mile Cascade Tunnel which predate the 7.8-mile Cascade Tunnel now used by BN. Overnight stay at Forest Service campground with porta-potty RVs welcome, no septic hookup available. $45.

September 12-13 Stampede Pass: Tour BN's unused ex-Northern Pacific grade and 2-mile Stampede Tunnel. Overnight stay at nearby ski chalet includes slide presentation, breakfast, lunch and dinner. $65. For free catalog and information, contact: Jean Tobin, Coordinator, Pacific Northwest Field Seminars, 83 S. King Street #212, Seattle, WA 98104.

BOSTON, MASSACHUSETTS, August 23. "*Day Cape Codder*" special departs South Station 8:30am via Conrail and MBTA to Cape Cod. Optional cruise to Nantucket, or tours of Martha's Vineyard or Provincetown. Adults $50, ages 5-16 $30, lap babies free. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; or phone 617/361-4445.

ELGIN, JOLIET & EASTERN EXCURSIONS September 12-13. Saturday: Waukegan, Illinois, to Gary, Indiana; coach $125, first class $225. Sunday: Whiting, Indiana, to Beven, Illinois; coach $100, first class $200. Both days: coach $195, first class $375. Minimum of two photo runbys on each trip. Hosted by Mike Blaszak. Contact: Rail Challenge Ltd., Box 8222, Bartlett, IL 60103-8222.

SCRANTON, PENNSYLVANIA, September 18-20. "Railphoto '92" weekend at the Steamtown National Historic Site, sponsored by the Steamtown Volunteers Association. Motive power will be CPR 4-6-2 2317 and CNR 2-8-2 3254, with numerous visiting diesels on display. Friday round trip steam excursion on D&H to Kingsley and night photo session. Saturday round trip to Carbondale on Lackawanna Valley with a different steam locomotive in each direction; evening banquet at Lackawanna Station Hotel. Sunday round trip steam doubleheader on D&H to Binghamton, N.Y. Saturday and Sunday trips will have photo runbys. For full details and fares, send SSAE to: Steamtown Volunteer Assn. Inc., P.O. Box 448, Chinchilla, PA 18410-0448.

PORTOLA, CALIFORNIA, September 19. Railfan Photographer's Day at Portola Railroad Museum. For details, contact: Portola Railroad Museum, P.O. Box 8, Portola, CA 96122; 916/832-4131.

NORTH CONWAY, NEW HAMPSHIRE, September 19. Annual "Railfan's Day" at the Conway Scenic Railroad featuring steam and diesel power on freight, mixed and passenger trains. Send SASE to: Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860; or phone: 603/356-5251.

LOSANGELES-TO-ALBUQUERQUE September 25-October 6. Ride ex-Santa Fe Pullman *Palm Leaf* to Albuquerque Balloon Festival and Northern New Mexico Tour. Departs Los Angeles 8:30pm September 25 and returns to L.A. approximately 8am October 6. Complete round trip package $1649 per person, double occupancy. Rail trip only, one way $795, round trip $425. Contact: Jim Gerstley, 310/452-7993 or Jerry Weisman, 310/657-7392.

EAST BROAD TOP BUS CHARTER, September 26. Delaware Valley Chapter NRHS will sponsor a charter bus departing the SEPTA Park-and-Ride lot in Yardley, Pennsylvania, (New Hope exit off I-95) at 7am for trip to East Broad Top Railroad and Rockhill Trolley Museum. Adults $27, under 12 $24.50. Send payment and SASE to: Delaware Valley Chapter c/o Tom Hychalk, 337 Stockham Avenue, Morrisville, PA 19067.

WHIPPANY, NEW JERSEY, September 26. Railroad Festival '92 at Whippany Railway Museum, Route 10 West & Whippany Road, 11am-4:30pm. Equipment and exhibits from Morristown & Erie, Conrail, Amtrak, NJ Transit and Susquehanna. Adults $1, children 50c, seniors 75c. For additional information send LSASE to: Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016.

DEARBORN, MICHIGAN, September 26-27. Railroad Days at Henry Ford Museum & Greenfield Village. Displays and demonstrations of historic and modern locomotives and cars, including 1926 CPR snowplow (page 47, May 1992 R&R). Contact: Henry Ford Museum & Greenfield Village, P.O. Box 1970, Dearborn, MI 48121-1970; 313/271-1620.

SNOW HILL, MARYLAND, September 26-27. Annual Ocean City Sunfest and Snow Hill Heritage Weekend. Vintage train excursions from Berlin to Snow Hill via the Maryland & Delaware. Antique show and sale, riverboat rides, entertainment. Contact: Worcester County Tourism, P.O. Box 208, Snow Hill, MD 21863; 800/852-0335.

AAPRCO CONVENTION SPECIAL October 5-12. Depart Chicago 10pm October 5 on private cars *Caritas, Cimarron River* and *Silver Palace* for trip to Hoboken, New Jersey, for AAPRCO Convention. Travel via Conrail Chicago-Buffalo-Binghamton-Port Jervis-Warwick, then NYS&W and NJ Transit Warwick-Hoboken. Scenic highlights include Portageville Trestle, Starrucca Viaduct, Delaware River and Sparta Mountain. Meals en route. $995 round trip plus convention registration fee. Sleeping car occupancy at Hoboken at additional cost. Contact: High Iron Travel, Box 50116, Minneapolis, MN 55405; 603/382-4515.

PINE BLUFF, ARKANSAS, October 16-18. Cotton Belt 4-8-4 819 excursion to Tyler, Texas (layover at Tyler October 17). Numerous intermediate stops available. Coach: one way $100, round trip $150. First class: one way $125, round trip $200. Segments between intermediate points $15 each in Arkansas, $10 each in Texas. Contact: Cotton Belt Rail Historical Society, P.O. Box 2044, Pine Bluff, AR 71613; 501/541-1819.

ELY, NEVADA, October 31-November 1. Nevada Northern Spectacular. **Saturday:** Morning run on Mill Branch "Hiline" to McGill Smelter with 1910 Baldwin 4-6-0 No.40 and heavyweight passenger cars. Same train will make afternoon run up Robinson Canyon and through Tunnel 1 to Keystone. Second run Ely-Keystone will be made with wooden freight cars. Possible doubleheader with Alco 2-8-0 No.93. Lunch, banquet, night photo session and lodging included. **Sunday:** Morning and mid-day mixed trains to McGill with No.40 and then Alco RS3 diesel. Early afternoon run to Keystone with No.40 and RS3 together. Lunch included. $395. Contact: Trains Unlimited Tours, P.O. Box 1997, Portola, CA 96122; 916/836-1745.

CONTINUING OPERATIONS

R&R TIMETABLE is limited by space to listing special events, main line excursions and operations of special interest (noteworthy motive power, off-season schedules, etc.). For a full listing of the regularly scheduled tourist railroads and operating museums in the U.S. and Canada, we recommend the ***Steam Passenger Service Directory***, published by *Locomotive & Railway Preservation*, P.O. Box 599, Richmond, VT 05477 (802/434-2351) and available for $9.95 plus $1.75 shipping & handling ($2.50 shipping & handling Canada and overseas; Vermont res. add 4% tax). This excellent directory, updated every year, lists days of operation, train schedules and equipment as well as giving addresses and phone numbers of nearly 300 rail attractions.

INTERNATIONAL TOURS

MAIN LINE MILEAGE MONTH-LONG MARATHONS during 1992 in Australia, New Zealand, Canada and the U.S. Multiple daily runs, sleepers and diners included, prices from $1992 to $3992. For details contact: Trackpackers T-Rail Tours, 803 Kanuga Drive, Palm Beach, FL 33401; 407/TEL-TRAK.

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122 (916/836-1745) is sponsoring the following tours:

German Rails '92, September 10-30, charter narrow gauge in former East Germany.

Best of South America '92, September 24-October 24, seven gauges, 27 lines, 33 shop visits, 4200 miles and plenty of photo runbys.

GUARANTEED HOTTEST!

MOST UP-TO-DATE ROSTERS AVAILABLE

LATEST: JUNE 1992

EARLIEST: MARCH 31, 1992

NO 1991 ROSTERS PERIOD!

COLOR PHOTOGRAPHS ONLY

THE ONLY TRUE POCKET FORMAT 6 1/2" X 4" X 1/2"

DPA-LTA ENTERPRISES INC.

P.O. BOX 3000
CHAMPLAIN, NY 12919-3000

1992 EDITION

THE OFFICIAL LOCOMOTIVE ROSTERS

EVERY MAJOR SYSTEM U.S.A. - CANADA - MEXICO

ALMOST EVERY SHORTLINE, MAJOR MUSEUM AND LARGE INDUSTRIAL LINE DIESELS - ELECTRICS - STEAM - GAS

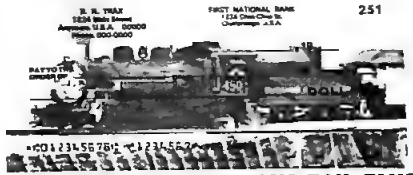
COLOR PHOTOGRAPHS NEW LOCOMOTIVES ORDERED

JAMES W. KERR

$19.95

TRANSCONTINENTAL SERIES

TRAIN CHECKS



BANK CHECKS FOR SERIOUS RAIL FANS

...Replace your *PLAIN CHECKS* with *TRAIN CHECKS*, and climb aboard for a nostalgic, transcontinental ride down the rails of history...

The new check assortment includes the well-known Durango & Silverton Narrow Gauge Steam Locomotive, Great Northern 4-4-2, Santa Fe FT Diesel, Union Pacific Big Boy, Illinois Central 4-8-2, B & O Diesel Electric, Duluth Messabe 2-8-8-4 Yellowstone and the Chessie GP38 #3802.

These checks are available as an assortment only.

You don't have to order checks from your bank. Identity Check Printers will print all the information on your checks necessary to make them conform to A.B.A. standards. Please ask your bank if the Federal Reserve has assigned them any new routing numbers, if they have changed their MICR layout, or if consecutive numbering in the MICR line is required but is not already printed on your present checks. If so, a specification sheet must be filled out by your bank specifying "sequential MICR" positions, and sent along with your order.

To process your order of Train Checks quickly and accurately we need:

1. A check in payment of the order. (U.S. Funds ONLY)
2. A voided sample check.
3. A deposit slip. (All information to be printed on checks should be indicated on the deposit slip.)
4. The order form below completely filled out. Indicate starting number. If none is given, checks will be printed beginning with Number 101.

ORDERS SHIPPED VIA 3RD CLASS MAIL—ALLOW 4 TO 6 WEEKS FOR DELIVERY. RESIDENTS OUTSIDE U.S.A., WILL BE INVOICED FOR ADDITIONAL POSTAGE.

IDENTITY CHECK PRINTERS BOX 149-D PARK RIDGE, IL 60068-8012

These top-bound personal-size checks are printed with sepia backgrounds. One part deposit slips and check register are included in each order.

Place my TRAIN Check Asst. order STARTING No. _____

☐ 200 Checks—$14.00 ☐ 400 Checks—$24.00
☐ 300 Duplicate Checks—$28.50
☐ Checkbook Cover (if needed)—$1.00
☐ First Class Mail (Optional - Faster Mail Delivery)—$3.50

Ship to: _____

Address _____

City _____ State _____ Zip _____

Write for information regarding our other check designs 1-91

B&O's WEST END

by Charles S. Roberts

Doyen of Mountain Railroads. Hard, 224 pgs, 350 illus (37 color), 8½ × 11", $50.00 plus $4.00 delivery, $2.50 MD tax. BARNARD, ROBERTS & CO., P.O. Box 7344, Balto. MD 21227. Also at serious dealers.

TWO RAILFAN SPECTACULARS

NEVADA NORTHERN OCT. 31-NOV. 1

CALIFORNIA WESTERN NOV. 5-7

Charter passenger, freight and mixed with steam, diesel, and railcars. Photo run-bys, night photos and shop visits.

TRAINS UNLIMITED, TOURS

WRITE OR CALL: P.O. Box 1997 Portola, CA 96122 (916) 836-1745 FAX (916) 836-1748

A NORTHWEST RAIL PICTORIAL II

More photographs from the collection of Warren Wing. 192 pages. Hardbound only. **$39.50**

WEST SIDE Narrow Gauge In the Sierra

Mal Ferrell's great classic is back. 320 pages. **$59.50**

Great Railbooks from Pacific Fast Mail

UNION PACIFIC NORTHWEST

By Jeff Asay

The definitive history of UP's role in developing the northwest. 336 pages. **$54.50**

WEST FROM OMAHA

An all-color odyssey with photographs by Jack Pfeifer; 208 pages, album format. **$59.50**

TITLES IN PREPARATION for 1992/93

The Swayne Lumber Company by Paul Beckstrom and David Braun; 176 pages, hardbound. **A Southern Pacific in Oregon Pictorial** by Ed Austin and Tom Dill; 240 pages, hardbound. **The Argent Lumber Company — Last of the Swamp Rats** by Mallory Hope Ferrell. **The Bridgton & Harrison Railway.** An in-depth history of this colorful Maine two-footer by Robert Jones.

Write for our FREE full-color book catalog.

PFM PUBLICATIONS

P.O. Box 57
Edmonds, WA
98020

FAREWELL TO THE MEXICAN NORTHWESTERN, October 6-10. Tour of a truly scenic Mexican railway which is expected to cease through operations this year. Four car special (including gondolas) will run round trip from El Paso, Texas, over the Sierra Madre Range to Madera and La Junta, Chihuahua. Photo stops and runbys, caboose and engine rides and shop tours escorted by Mexican rail experts. Five nights lodging and eleven meals. $595. Send LSASE to: Let's Travel Tours, P.O. Box 2768-C, Riverside, CA 92516.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

North Korea and China, October 8-28, steam in both.

Israel, November, Jerusalem Centennary Celebration.

PARIS, FRANCE, October 18. "*Champagne Limited*" steam excursion featuring SNCF 1946 Baldwin 2-8-2. Day-long round trip to Epernay for lunch and tour at famous champagne cellars. Dining onboard. Contact: AJECTA, Depot Des Machines· B.P. No.1, 77650 Longueville, FRANCE; or phone 1-64-08-60-62

RAILROADIANA MEETS

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission $5, under 12 free with adult. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

Towson, Maryland, July 11-12, Towson Center, Towson State University.

Monroeville, Pennsylvania, July 18-19, Pittsburgh Expo Mart.

Edison, New Jersey, July 25-26, Raritan Center Expo Hall.

Philadelphia, Pennsylvania, August 1-2. Philadelphia Civic Center, adults $6, ages 1-12 $2.

Hempstead, New York, September 26-27. Hofstra University Physical Fitness Center.

RALEIGH, NORTH CAROLINA, July 11-12. 11th North State Train & Toy Show at North Carolina State Fairgrounds, 1025 Blue Ridge Road, 9am-5pm Saturday, 10am-4:30pm Sunday. Admission $4. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

HAMBURG, PENNSYLVANIA, July 26. 21st Annual Hamburg Dutch Train Meet at Hamburg Fire Company Field House on Pine Street 9am-2pm. Railroadiana, tinplate, models, food, door prizes and more. Adults $2, under 12 free. Contact: Sam Lenhart, 1174 R.D. 1, Leesport, PA 19533; 215/374-5694.

ELMONT, NEW YORK, August 2. St. Vincent DePaul's Parish Train and Toy Show at St. Vincent DePaul School Auditorium, 1510 De Paul Street, 10am-4pm. Adults $5, under 12 free with adult. Contact: Frank Deorio, 1510 DePaul Street, Elmont, NY 11003; 516/352-2127.

DELAND, FLORIDA, August 8. Sunshine Railroadiana & Collectors Association Annual Central Florida Railroadiana Show at Volusia County Fairgrounds, I-4 & SR 44, 9:30am-2:30pm. Admission $2, 12 and under free. Contact: Phil Cross, 410 N. Lakeview Avenue, Winter Garden, FL 34787; 407/656-5056.

GREENSBORO, NORTH CAROLINA, August 15-16. 3rd Triad Toy & Train Show at Greensboro Coliseum Complex, 1921 W. Lee Street, 9am-4pm Saturday, 10am-4pm Sunday. Admission $4. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027, 704/786-8373.

FRANKLIN SQUARE, NEW YORK, August 16. R R Lines Train Show at VFW Hall, 68 Lincoln Road, 9am-1pm. Adults $3, under 12 free with adult. Contact Rae Romano, 237 Rin Tin Street, Franklin Square, NY 11010, 516/775-4801.

FORT WAYNE, INDIANA, August 16. Train & Collectable Toy Show at the Lantern, 4420 Ardmore, 11am-4pm. Admission $2, under 12 free, tables $12. Contact: Royce Hutchinson, 7112 Baer Road, Fort Wayne, IN 46809, 219/747-4485.

LEWISBURG, PENNSYLVANIA, August 30. Central Pennsylvania Chapter NRHS 17th Annual Train Meet at Lewisburg National Guard Armory on Route 15 South, 9am-4pm. Admission $2.50, under 12 free. For information, phone: 717/523-1505.

ATLANTA, GEORGIA, August 22. Southeastern Railroadiana Collector's 15th Annual Railroadiana & Model Train Sale and Trade Show at Georgia International Convention & Trade Center, south of Atlanta Airport, 9am-4pm. Admission $3, 12 and under free, tables $30. Send LSASE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

GILBERTSVILLE, PENNSYLVANIA, August 23. Gilbertsville Train-O-Rama at Gilbertsville Fire House, Route 73 east of Route 100, 9am-2pm. Admission $2, under 12 free with adult. Contact: Mary Preudhomme, R.D. 7, Box 792, Boyertown, PA 19512; 215/367-7857.

CLASSIC TRAINS & EXHIBITIONS will host its train show 10am-4pm at the following locations on dates shown. Admission $2, under 13 free, tables $15. For more information, contact Jon Emil Ulbright and Glenn Cross, 3385, Brigadoon Circle SW, Dalton, OH 44618.

New Philadelphia, Ohio, September 13, Student Union at Kent State University, Tuscarawas Campus on University Drive.

JOLIET, ILLINOIS, September 20. Blackhawk Chapter NRHS Swap Meet at American Legion Harwood Post, I-80 at Larkin Avenue, 9am-2pm. Admission $1, under 5 free, tables $10. Contact: Nancy Spitzmueller, 242 Lakeshore Lane, Bloomingdale, IL 60108; 708/806-7236 weekdays, 708/894-4698 evenings and weekends.

PEORIA, ILLINOIS, September 20. Illinois Valley and River City Railroad Clubs Peoria Train Fair at Illinois Central College, Routes 116 and 24, 11am-3pm. Admission $2, under 13 free, tables $7 in advance. Contact: Bob Lehman, 21 W. Rutledge, Bartonville, IL 61607; 309/697-3012.

HICKORY, NORTH CAROLINA, September 26-27. 6th Foothills Toy & Train Show at American Legion Fairgrounds, Highways 70/321 East, 9am-4pm Saturday, 10am-3:30pm Sunday. Admission $3. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

GREENVILLE, OHIO, September 27. 13th Greenville All Train Flea Market at Darke County Fairgrounds, 10am-3pm. Antiques and collectibles, models in all scales, food and drink available. Admission $2, tables $10 in advance. Contact: Larry Zeller, 4646 W. U.S. Route 36, Piqua, OH 45356; 513/773-7186.

BURLINGTON NORTHERN

1980-1991 ANNUAL

AVAILABLE NOW!

From author Robert Del Grosso and Hyrail Productions, the continuation of Hol Wagner's BN Annuals of the 1970s. 208 pages with 16 in full color, 8-1/2" x 11", soft cover and 401 photos. Detailed chapters on all new locomotives acquired since 1980. BN's rebuild programs, unit-by-unit current roster, unit-by-unit dispositions since 1980, photo pictorials and more.

Check with your dealer or order direct now: **$45.95** postage paid in U.S. Canada and foreign add $2.50 postage. Colorado residents add 7.2% sales tax. Order now and you'll be assured of receiving your copy of this informative book. Dealer inquiries welcome. Make checks payable to:

hyrail

Hyrail Productions
P.O. Box 55
Denver, CO 80201

RAILS 'N' SHAFTS

BOOKS

P.O. Box 300, Laurys Station, PA 18059
(215) 261-0133 FAX (215) 262-7962

BOOKS

Specializing in Books on Transportation and Industrial Subjects

All Aboard Amtrak, *Schaefer* $39.95
American Narrow Gauge, *Hilton* $47.95
American Railway Shortline Guide, *Lewis* $15.25
American Steam (Vol 1): Ben Cutler, *LeMassena* $23.49
American Steam (Vol 2): Northeast, *LeMassena* $23.49
Appalachian Crossing, *Huddleston* $10.49
Articulated Steam of North America (Vol 2) *Robert LeMassena* $31.25
B&O West End, *Roberts* $39.95
Beaumont Hill, *Signor* $39.25
Berkshire and Texas Types, *Farrell* $31.95
Blue Diesels and Black Diamonds, *Henderson* $23.95
Boston and Maine: Three Colorful Decades, *Jones* $63.95
Brooklyn Elevated, *Greller, Watson* ... $15.95
Buffalo Creek and Gauley, *Worden* ... $15.95
Cabins, Crummies and Hacks (Vol 1): Northeast, *Henderson* $31.95
Cabins, Crummies and Hacks (Vol 2): The South, *Henderson* $23.95
Cajon: Pictorial Album, *Walker* $43.49
Cape Cod Railroads, *Farson* $31.95
Chessie Era, *Dixon* $11.25
Chessie: Railroad Kitten, *Dixon* ..... $ 8.95

Rio Grande Southern Story (Vol 2): Telluride, Pandora and the Mines Above
by Russ Collman and Del McCoy
The illustrated story of the RGS mining branch line $51.95

Pennsy Steam Years (Vol 1) *by David Sweetland*
A color album of the Pennsy under steam $35.95

Pioneers of Electric Railroading
by John R. Stevens
The story of early electric railroading in text and photos $35.95

Burlington Northern Annual 1980-1991
by Robert Del Grosso
After an 11 year absence, the BN Annual returns $36.95

Chicago, Aurora and Elgin (Vol 1): Trackage, *Plachno* $28.95
Chicago, Aurora and Elgin (Vol 2): The History, *Plachno* $51.49
C&NW Memories, *Cook* $31.95
Classic Power 8: PRR M-1 Mountains, *Pennypacker* $19.95
Clinchfield Country, *King* $30.95
Conrail (Vol 1): 1976-1982, *Hartley* ... $31.95
Conrail (Vol 2): 1983-1990, *Hartley* ... $31.95
Contemporary Diesel Spotters Guide, *Pinkepank* $15.25
Corn Belt Route: Chicago Great Western, *Grant* $23.95
Decade of the Trains, *Ball* $19.95
Delaware and Lehigh Canals, *Bartholomew, Metz* $22.49
Detroit, Toledo and Ironton: Henry Ford's Railroad, *Trostel* $35.95
Diesel Builders (Vol 1): Fairbanks Morse, *Kirkland* $27.95
Donner Pass: SP Sierra Crossing, *Signor* $38.49
Electric Trains of the Reading, *Coates* $14.49
Erie in Color, *Sweetland* $35.95
Erie Railroad Story, *Carleton* $31.95
Erie-Lackawanna in Color (Vol 1): The West End, *DeYoung* $35.95
Feather River Route (Vol 1), *Rattenne* $34.49
Feather River Route (Vol 2), *Rattenne* $38.49
From Bullets to BART, *Middleton* $27.95
Golden Decade of Trains, *Malinowski* $35.95
Great Northern Railway, *Wood* $59.95
Great Yellow Fleet, *White* $36.95
Green Bay & Western, *Mailer* $38.49
Guide to Chicago Rapid Transit, *Kunz* $15.95
High Green to Marceline, *McMillan* ... $39.95
Hudson and Manhattan Railroad Revisited, *Carleton* $23.95
Illinois Terminal, *Stringham* $43.49
Indiana Railroad, *Bradley* $43.95
Interstate: History of Interstate Public Service, *Marlette* $38.49
Jersey Central Diesels, *Bernet* $38.49
Jersey Central in Color, *Brennan* $35.95
Jersey City Westbound, *Henderson* $23.95
Kansas City Streetcars Remembered, *Elsner* $15.95
Katy: Diesels to the Gulf, *Lamb* $31.95
Katy Power, *Collias, George* $35.95
Lackawanna in Color, *Sweetland* $35.95

SUMMER STORE HOURS
Sat., July 18 10-4
Sat., August 1 10-4
Sat., August 22 10-4
or by appointment

Complete selection of in-print books. Extensive selection of out-of-print books, timetables, reports, etc.

Directions: ½ mile west of Route 145 at HiWay Restaurant on Church Street in Laurys Station.

Always buying railroad and mining collections, large or small, paper or hardware. Try us first for satisfaction.

Lackawanna Railroad in Northwest New Jersey, *Lowenthal, Greenberg* $31.95
Lake Shore & Michigan Southern, *McLellan, Warrick* $31.95
Last of the Red Cars, *Walker* $12.95
Lehigh & New England: Color Retrospect, *Lilly* $37.95
Lehigh Valley in Color, *Yanosey* $35.95
Lehigh Valley 2 in Color, *Yanosey* $35.95
Los Angeles and Salt Lake: UP, *Signor* $43.95
L&N in the Appalachians, *Flanery, Oroszi, McKee* $33.59
The Milwaukee Road, *Hyde* $51.95
Milwaukee Road Remembered, *Scribbins* $31.95
More Classic Trains, *Dubin* $68.95
N&W: 1st Generation Diesels, *Withers, Bowers* $38.49
N&W: 2nd Generation Diesels, *Withers, Bowers* $38.49
N&W: Diesel's Last Conquest, *Warden* $11.25
N&W A: Mercedes of Steam, *King* ... $35.95

VIDEOS

Allegheny Rails (Vol 1): B&O *(WB)* ... $39.95
Allegheny Rails (Vol 2): WM *(WB)* $39.95
Allentown City Routes *(RailTape)* $31.95
Chattanooga Steam Reunion *(Pentrex)* $18.95
Colorado's Colorful Joint Line *(WB)* $39.95
C&TS Rotary Snowplow *(Pentrex)* $18.95
Eastern Kentucky Coal *(Pentrex)* $29.95
Lehigh & New England *(RailTape)* $31.95
Liberty Bell Route *(RailTape)* $31.95
O&W Camelback - 1927: Best *(Int.)* ... $15.95
PRR: Standard of World *(Int.)* $31.95
SF 3751: Return to Steam *(Pentrex)* ...$22.49
Western Maryland Scenic RR *(Pentrex)* $14.95

N&W Passenger Service 1946-1971, *Warden* $11.25
New York Central's Mercury, *Cook* ... $10.49
Northern Pacific: Diesel Era 1945-1970, *Schrenk, Frey* $46.49
Northern Pacific: Super Steam Era *Frey, Schrenk* $35.95

VISA MasterCard

TO ORDER: For Postage and Handling, please add to the order total, $2.50 for one book, $3.50 for two books and $4.50 for three or more books. For foreign orders, please add $3.50 for the first book, $2.50 for each additional book for postage, and remit in US $. Pennsylvania residents please add 6% sales tax. Avoid delays in order shipment. Recheck addition and add correct postage. Incorrect orders will be returned. Prices subject to change without notice. Please allow four weeks for delivery. Make checks and money orders payable to RAILS 'N' SHAFTS. Catalog sent with all orders, or send SASE. Sale ends last day of magazine cover month. **Your satisfaction is guaranteed.**

Passenger Train Annual 1991 ..... $ 7.25
Pennsy Diesel Years (Vol 3), *Yanosey* $35.95
Pennsy Diesel Years (Vol 4), *Yanosey* $35.95
Pennsy Electric Years, *Volkmer* $35.95
Pennsy Steam: A Second Look, *Carleton* $30.49
Pennsy Steam A to T, *Carleton* $29.95
Pittsburgh and West Virginia, *Worley, Poellet* $39.95
Quanah Route, *Hofsommer* $34.49
RDC Car: The Rail Diesel Car, *Duke, Keilty* $46.49
Railroad Night Scene, *Cook, Boyd* ... $35.49
Railroads in the Lehigh River Valley, *Kulp* ..... $ 7.95
Rails Around Gotham, *Carleton* $31.95
Rails West '89 ..... $18.49
Rails West 1991 ..... $ 6.40
Rainbow of Traction $22.49
Reading Diesels (Vol 1): The First Generation, *Woodland* ... $43.95
Reading Railroad: History of a Coal Age Empire (Vol 1), *Holton* $45.95
RF&P: Linking North and South, *Kaplan, Mellander* $33.59
Rio Grande Southern Album, *Ronfor* $14.49
Rio Grande Southern Story (Vol 1): Over the Bridges Ridgway to Telluride, *Collman* $51.95

Steam Era on the Lehigh Valley
by Charles Yungkurth
An album of later day steam action on the Lehigh Valley $23.95

Canadian Sunset *by Adolph Hungry Wolf*
An all-color album of Canada's crack passenger train, the Canadian (includes 22 minute video) $43.95

PRR Color Guide to Freight and Passenger Equipment
by David Sweetland and Robert Yanosey
All-color album of Pennsy rolling stock and equipment $35.95

Story of the Northern Central
by Robert L. Gunnarson
Illustrated story of this heavily used Pennsy line from Baltimore to Lake Ontario from inception as the Northern Central to current times $31.95

Rolling Thunder, *Benson* $39.95
Royal Blue Line, *Harwood* $31.95
San Diego Trolley, *Holle* $20.95
Seaboard Air Line Motive Power, *Calloway, Withers* $38.49
Shaker Heights Rapid Transit, *Toman* $29.95
Southern Pacific Blue Streak, *Frailey* $31.95
Southern Pacific of Mexico $31.95
Southern Railway System: An Illustrated History, *Webb* $19.95
Speedrail: Milwaukee's Last Rapid Transit, *Sakar* $15.95
Spirit of Railroading, *Dannenman, Dolzall* $35.95
Steam Locomotives of the P&R and Reading, *Wiswesser* $27.95
Steel Rails Across America, *Dolzall, Danneman* $35.95
Tehachapi, *Signor* $35.95
Texas and Pacific Power, *Collias* $35.49
Thirty Years Over Donner, *Fisher* $23.95
Time of the Trolley (Vol 1), *Middleton* $34.49
Tourist Guide 1990, *Drury* $11.25
Traction Classics (Vol 1), *Middleton* $34.49
Traction Classics (Vol 2), *Middleton* $31.25
Traction Classics (Vol 3), *Middleton* $31.25
Train Watcher's Guide to North American Railroads, *Drury* ..... $ 8.95
Trolleys to the Delaware Water Gap, *Rohrbeck* $10.95
Turbines Westward, *Lee* $33.59
Union Pacific 1990, *Cockle, Withers* $38.49
Union Pacific: Birth of a Railroad 1862-1893, *Klein* $21.95
Union Pacific: Rebirth of a Railroad 1894-1969, *Klein* $23.95
Union Pacific Northwest, *Asay* $43.95
Union Pacific's West, *Sims* $34.49
Wabash In Color, *Sweetland* $35.95
West from Omaha, *Pfeifer* $47.95
Wheeling and Lake Erie, *Corns* $11.95

THE R•G•S STORY

RIO GRANDE SOUTHERN

Volume I
OVER THE BRIDGES
RIDGWAY TO TELLURIDE
549 Photos, 416 Pages

Volume II
TELLURIDE, PANDORA
And The MINES ABOVE
496 Photos, 496 Pages

Detailed description both in text and photo captions from the beginning of RGS narrow-gauge operations in 1890
HARDBOUND
POSTPAID IN U.S.A. — $ 65.00 ea.

SUNDANCE PUBLICATIONS Limited
250 BROADWAY, DENVER, COLO. 80203
MASTERCARD / VISA ACCEPTED • 303 / 777-2880

FALLEN FLAGGS RXR WEARABLES
824 ELYSIAN AVE, TOLEDO, OH 43607
INQUIRIES: (419) 536-1232 / ORDERS ONLY: 1 (800) 535-3063
This Month's Feature T-Shirts & Hats

T-Shirts are top quality U.S. made 50/50 blend, solid color or white with trim. Colors of shirts are coordinated to the railroad's logo. All logos and slogans are silk screened. SIZES: 6-8, 10-12, 14-16, S, M, L, XL, XXL (Inquire on other sizes available). *Description is for T-Shirts only; Mugs & Hats may be heralds only.* Hats are 100% polyester baseball-type (adjustable, one size fits all) available in your choice of summer or winter styles. Shirts and hats available are:

T-SHIRTS: Reg. – $7.95; Prem. – $8.95; XXL/Add $1.00 each
SWEATSHIRTS (Availability limited): $15.95; XXL – $17.95
NIGHTSHIRTS (#209, #286, #301 & #314 Only):
M, XL – $10.95; XXL – $17.95
HATS: $5.50; MUGS: $4.75; 3 for $13.50

REGULAR PRINT SHIRTS:

Railroad	Order Number
BOSTON & MAINE	206
BURLINGTON ROUTE (CB&Q)/□	208
CBQ BURLINGTON ZEPHYR/□+	300
CHESAPEAKE & OHIO (PROGRESS)/(DWSO)	212
CHESSIE SYSTEM/□	213
CHESSIE SYSTEM GP40-2/□+*	276
CHICAGO GREAT WESTERN	214
CONRAIL C40CW/□	417
CSX CORP. GP38/□	472
DETROIT, TOLEDO & IRONTON GP38	421
DETROIT, TOLEDO & SHORELINE/+(DWSO)+	222
ERIE/(DWSO)	223
FRISCO GP40-2+	427
FRISCO LOGO(DWSO)	227
GULF, MOBILE & OHIO/(DWSO)	230
ILLINOIS CENTRAL SD20	431
LOUISVILLE & NASHVILLE	236
MISSOURI, KANSAS, TEXAS/□	239
MONON ROUTE	241
MOPAC/□	240
NEW YORK CENTRAL/□	244
NKP STEAM (BERK. 765)/□	245
NORFOLK SOUTHERN C39-8/□	448
NORTHERN PACIFIC/□	249
P&LE (GP38)/	452
PENNSYLVANIA RR/□	251
ROCK ISLAND F-7A/+	456
ROCK ISLAND ROUTE OF THE ROCKETS	256
SOO LINE DOUBLE LOCOS	460
SOUTHERN R'WAY SYSTEM/□	261
TEXAS SPECIAL MKT FRISCO/+*	304

PREMIUM PRINT SHIRTS:

ALGOMA CENTRAL/+	278
AMERICAN FLYER®/□	200
AMTRAK/□	201
AMTRAK F40PH/□	488
ATLANTIC COAST LINE FT	403
BN 1991 FREEDOM LOCO/+	507
C&O KITTEN ALWAYS ALERT/□+*	286
C&O SLEEP LIKE A KITTEN/□	209
C&O KITTEN VALENTINE □+*	314
C&C PEKE & FAMILY/+	310
C&O PEKE & UNIFORM/+□	301
CB&Q STEAM #4963/+	305
CNW 8-40-C/+*	415
CNW (FALCON)/□	215
DELAWARE & HUDSON RS-36	420
DULUTH MISSABE & IRON RANGE(SAFETY)	238
ERIE LACK. (PA-1)	424
EMD SD60	280
GRAND TRUNK GP38/□	428
GREAT NORTHERN (ROCKY)/□	229
GUILFORD TRANS MC#231/+	279
LEHIGH VALLEY ALCO	433
LIONEL® LINES/□+	234
L&N F UNIT/+	436
L&N M-1 BIG EMMA/+	536
MILW. RD.(HIAWATHA LOGO)	237
MKT DOUBLE GPs/+	439
NYC HUDSON/+	311
N&W CLASS A 1218	281
N&W 611 J-CLASS 4-8-4/□	242
N&W GP-9	447
PENN GG1/+	282
PRR K-4/+	309
RIO GRANDE (THRU THE ROCKIES)/□+	255
RIO-SP ACTION MERGER 2-SD40T-2's/+	306
SP SF THE RAILROAD THAT NEVER WAS SD45/+	303
SF SUPER FLEET GP60M/□+	308
SF SUPER FLEET C40BW/+	508
SANTE FE (CHIEF)/□	257
SANTE FE PA-1/□	283
SEABOARD AIRLINE E7	474
SP DAYLIGHT 4449/□	273
SP BLACK WIDOW F7/□	426
SOUTHERN STM #4501/□+	263
UNION PACIFIC/□	267
UP DASH 8-40C/+*	467
UP DESERT VICTORY/+	567
UP BIG BOY/+	312
3985 UP CHALLENGER/□	285
8444 UP OVERLAND STM/□	284
WABASH E8	469
W. PAC. F7 PASS. UNIT	471

+ = HATS NOT Available
□ = Sweatshirts Available
* = Mug Not Available
(DWSO) = Discontinued when sold out

We Stock A Complete Line Of CM Shop's "WHISTLESTOP" MUGS and COUNTRY TRAINS MUGS.

Shipping $3.00 per order (1pc to 1000pcs) in the Cont. U.S.; Canada, Alaska, HI and overseas billed actual cost of shipping (indicate air or surface) NO COD's. Please give 2nd & 3rd choice if possible; we can't keep all items in stock at all times. Ohio residents add 5.5% sales tax. Allow 4-6 weeks delivery.

CUSTOM PRINT & DEALER INQUIRIES INVITED.
LIONEL® and AMERICAN FLYER® Trademarks Sublicensed by Lionel Trains, Inc.

Railroadiana

BY BRUCE KELLY

What's New?

New Haven EP-5 Jets — Classic Power No.9 by Joe Cunningham is a 98-page 8¼"×10½" album-format softcover filled with photos, scale drawings and artist renderings, most in color and all nicely printed, of the GE dual-ended electrics which, as the author says, "always existed in the shadow of the legendary Pennsylvania GG1" while introducing technology that would "determine the course of future U.S. electric locomotive design for over three decades." Most of the space is devoted to big pictures of EP-5s gliding under catenary from New Haven to New York or standing idle on terminal trackage. There are photos and schematics of the yellow and green paint variations that had been considered before company president Patrick McGinnis settled on the flamboyant black, white and red scheme for which the New Haven became famous. Complete with a reproduction of the official 30-page book of EP-5 operating instructions, it sells for $29.95 from N.J. International, 77 West Nicholai Street, Hicksville, NY 11801.

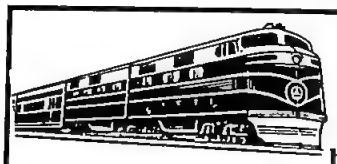
After several books on PRR diesels, David Sweetland has finally released *Pennsy Steam Years 1*, a 128-page 8½"×11" all-color hardcover pictorial with fairly systemwide coverage made possible by material from more than a dozen photographers and collectors. Opening with G5s on Long Island and the power potpourri at Camden, New Jersey, on the Pennsylvania-Reading Seashore Lines, it pays much attention to home state hotspots like Philadelphia, Rockville Bridge, Horseshoe Curve and the heavily-trafficked Middle Division before skipping quickly across Ohio and Indiana to reach Chicago. While famous for its four-track main line, the PRR had amazing sideshows like the Shamokin Branch, where at least two ore trains ran daily with doubleheaded I1 Class 2-10-0s front and rear, as shown in a section of the book that leads off with a full-page vertical picture of smoking I1s on the move. It sells for $45.00 plus $3.50 shipping ($5.00 shipping for foreign orders, N.J. res. add 6% tax) from Morning Sun Books, 11 Sussex Court, Edison, NJ 08820. Be sure to include your street address as delivery is via UPS.

The 1992 Catalog from Railroad Avenue Enterprises offers great deals on hundreds of books and videos, but as usual, its primary attraction is the gigantic list of quality black & white 8×10 prints. More than 5500 photos of steam, diesel, electric, trolley and other subjects are available from past and present companies. Under individual railroad headings, the catalog lists each photo by engine or car number, location and date. The photos sell for $2.00 each, and discounts are offered for quantity orders. RAE also sells more than 70 different full-color railroad postcards and a variety of public timetables and other railroadiana. It's all covered in the 1992 Catalog, available for $1.00 from Railroad Avenue Enterprises, Dept. R., P.O. Box 114, Flanders, NJ 07836.

Instant Best Seller

When the Chicago River suddenly flooded into the long-forgotten freight tunnels beneath the Windy City's Loop and virtually shut down the city this spring, everybody was asking, "what freight tunnels?"

Well, the answer was there all the time in a 1981 Interurban Press book by Bruce Moffat entitled "*Forty Feet Below, The Story of Chicago's Freight Tunnels*." This compact offering with 80 photos and extensive maps, a consistently popular book already into its sixth printing, became an instant best seller in Chicago bookstores after the flood disaster — and the book, distributed by Pentrex, has undergone three reprints since the orders began to flood in. Pentrex's Mike Clayton



Baltimore & Ohio Passenger Service 1945-1971, Vol. I
The Route of the National Limited
by Harry Stegmaier

This first of three volumes on the B&O's post-WWII passenger service will be ready ***June/July***. It's the history of trains on the mainline Baltimore and Washington through W. Va. and Ohio to Cincinnati and on to St. Louis. 112-pages on 100-lb coated paper. B&W and color photos, maps, diagrams, charts; softbound w/color cover. Retail $18.95 + $2.50- S/H - ***Pre-publication special through July, 1992 - $15.95 + $2.50 S/H. Order today!***

Other TLC Books available: (Add $2 per book shipping, up to $7)
Chessie, The RR Kitten (C&O's cuddly mascot) (64pages,illus.) $11.95
The Chessie Era (C&O/B&O/WM trains 1972-85-1/3rd color)(64pp)$12.95
Wheeling & Lake Erie (239 photos;history) (80 pages) $14.95
NYC's Mercury (64pg history of NYC's first streamliner) $12.95
N&W Passenger Service, 1945-71 - 80 pages, complete history $13.95
N&W, Diesel's Last Conquest (Steam/Diesel transition years)(64pp)- $13.95
(Order 3 or more and we will send you a book on coaling stations FREE)

Va. residents add 4.5% sales tax; foreign orders $4 S/H.
TLC Publishing(Dept RF) - Rt. 4 - Box 154 - Lynchburg, VA 24503

Traveling the Snow Laden Rails

WINTER CROSSING
by TED XARAS

You can hear the thunder of the rails before you see them round the bend. The winter silence is shattered as two steam powered giants of iron cut through the icy heights of the Rocky Mountains and move through a wilderness of white. A pair of matching Baldwin locomotives, as majestic and powerful as the treacherous snow-capped mountains they cross. Now, this scene is vividly recaptured in "Winter Crossing," a stunning collector plate by renowned transportation artist Ted Xaras, a "Plate of the Year" winner with plates to his credit that have risen in price by as much as 399%!

In "Winter Crossing," Xaras captures a world of authentic detail—from the diamond-shaped smoke stacks to the cowcatchers and oil burning headlamps. This work inaugurates a collection of original Xaras works entitled The *Winter Rails* Plate Collection. Each issue will be gilded with a rim of gleaming 23K gold, hand-numbered and accompanied by a Certificate of Authenticity.

As an owner of "Winter Crossing," you will have the opportunity—but not the obligation—to acquire subsequent issues as they are introduced. Our *100% Buy-Back Guarantee* allows you to return any plate within 30 days of receipt for a prompt replacement or full refund.

To recapture the fascinating rhythm of the rails, submit your reservation today!

© 1992 HC. All Rights Reserved.

Respond by: August 31, 1992

Limit: Two plates per collector

Please accept my reservation for _____ (1 or 2) "Winter Crossing" plate(s) at just $29.50* (plus $2.68 shipping and handling) each.

I need send no money now. On acceptance, I will be billed for my plate(s) prior to shipment. VLM1 QC GA

Ms./Mrs./Mr. _____

Address _____

City _____

State _____ Zip _____

Telephone(_____)_____

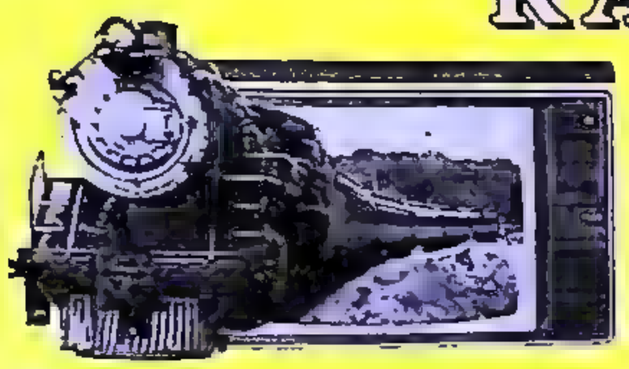
Signature _____

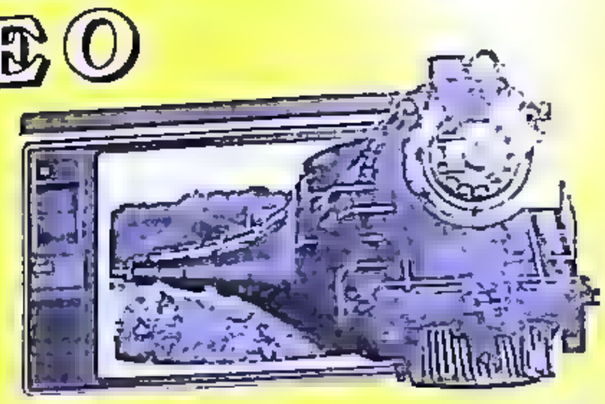
*FL residents will be charged the appropriate state sales tax. *All applications must be signed and are subject to acceptance.*

The Hamilton Collection
4810 Executive Park Ct., P.O. Box 44051,
Jacksonville, FL 32231-4051

RAILROAD VIDEO PRODUCTIONS

Dept. A
281 WILLOW DELL LANE
LEOLA, PA. 17540
(717) 656-8733
ORDERS ONLY: (800) 258-4546





VIDEOS SHOT FROM THE ENGINE CAB

South Amboy, N.J. to N.Y. City (GG-1) 1 hr. $33.45
Bay Head Jct. to Matawan, N.J. (FP40) 1 hr. 33.45
Phila., PA to N.Y. City (AEM7) 1 hr. 30 min. 39.95
N.H., Conn. to Springfield, MA 1 hr. 30 min. 39.95
N.H., Conn. to Springfield, MA (CF7) 1 hr 30 min. 39.95
N.Y. City to New Haven, Conn. (AEM7) 1 hr. 45 min. 49.95
Wash., D.C. to Phila. (AEM7) 1 hr. 45 min. 49.95
Harrisburg to Phila. (FP40) 1 hr. 45 min. 49.95
Phila. to Harrisburg (FP40) 1hr. 45 min. 49.95
Harrisburg to Huntingdon, PA (FP40) 1 hr. 55 min. 49.95
Huntingdon-Johnstown, PA (FP40) 1 hr. 50 min. 49.95
Johnstown-Pittsburgh, PA (FP40) 1 hr. 45 min. 49.95
SPECIAL-ALL 4 PARTS PHILA. TO PITTSBURGH 139.95
N.H., Conn. to Prov., R.I. (FP40) 1hr. 50 min. 49.95
Providence, R.I. to Boston, MA (FP40) 1 hr. 33.45
Denver, CO to Grand Jct. (FP40) Over D&RGW
PART 1 1 hr. 30 min. 39.95
PART 2 1 hr. 30 min. 39.95
PART 3 2 hr. 49.95
PART 4 2 hr. 49.95
SPECIAL-ALL 4 PARTS 129.95
Sparks, NV. to Oakland, CA (FP40) Over SP
PART 1 1 hr. 55 min. 49.95
PART 2 1 hr. 55 min. 49.95
PART 3 40 min. 25.00
PART 4 1 hr. 55 min. 49.95
SPECIAL-ALL FOUR PARTS 129.95
White Fish to Havre, Montana (FP40) Over BN
PART 1 1 hr. 55 min. 49.95
PART 2 1 hr. 55 min. 49.95
Chicago to Valparaiso, IN (FP40) 1 hr. 25 min. 39.95
Ft. Wayne to Valparaiso (FP40) 1 hr. 55 min. 49.95
Chicago to Michigan City (FP40) 1 hr. 33.45
Michigan City to Kalamazoo (FP40) 1 hr. 15 min. 35.00
Toledo to Detroit (FP40) 1 hr. 50 min. 49.95
Detroit to Jackson (FP40) 1 hr. 35 min. 39.95
Jackson to Kalamazoo (FP40) 1 hr. 30 min. 39.95
Albany to Croton-Harmon (FP40) 1 hr. 50 min. 49.95
Croton-Harmon to Grand Central (FL9) 1 hr. 33.45
Albany-Pittsfield, MA (FP40) 1 hr. 15 min. 35.00
Pittsfield-Springfield, MA (FP40) 1 hr. 20 min. 35.00
Springfield-Worcester, MA (FP40) 1 hr. 15 min. 35.00
Worcester-Boston, MA (FP40) 1 hr. 20 min. 35.00
North Sta. to Fitchburg, MA (RDC) 1 hr. 25 min. 39.95
Rockport, MA to North Sta. (PUSH) 1 hr. 20 min. 39.95
Attleboro-S. Sta. & Lowell-N. Sta. 1 hr. 20 min. 39.95
Ipswich-N. Sta. & Stoughton-S. Sta. 1 hr. 45 min. 39.95
N.Sta.-Haverhill & Framingham-S.Sta. 1 hr. 43 min. 39.95
Franklin-S Sta. + Highlights of MBTA Lines 33.45
Enola, PA-Shocks Mills Bridge (SD40) 1 hr. 33.45
Shocks Mills Bridge-Holtwood, PA (SD40) 1 hr. 33.45
Holtwood-Port Deposit, MD (SD40) 1 hr. 33.45
Port Deposit-Amtrak "Oak" (SD40) 1 hr. 33.45
Pittsburgh-Suterville, PA (FP40) 1 hr. 33.45
Suterville, PA-Indian Creek (FP40) 1 hr. 33.45
Indian Creek-Rockwood (FP40) 1 hr. 33.45
Rockwood-Hyndman (FP40) 1 hr. 33.45
Hyndman-Stuart Tunnel, WV (FP40) 1 hr. 33.45
Stuart Tunnel-Martinsburg (FP40) 1 hr. 33.45
Martinsburg-Dickerson, MD (FP40) 1 hr. 33.45
Dickerson-Washington, D.C. (FP40) 1 hr. 33.45
SPECIAL-ALL 8 PARTS PITTS. TO WASH. D.C. 200.00
Chicago-Miller, IN (South Shore MU) 1 hr. 33.45
Miller to Michigan City (South Shore MU) 1 hr. 33.45
Michigan City-So. Bend (South Shore MU) 1 hr. 33.45
Raritan-Newark, N.J. (MU) 1 hr. 33.45
Atlanta-Temple (FP40) 1 hr. 33.45
Temple-Iron City (FP40) 1 hr. 33.45
Iron City-Pell City (FP40) 1 hr. 33.45
Pell City-Fairfield (FP40) 1 hr. 33.45
Fairfield-Hull (FP40) 1 hr. 33.45
Hull-Meridian (FP40) 1 hr 33.45
SPECIAL ALL 6 PARTS ATLANTA-MERIDIAN 149.95

"The Aurora Line" A head-end ride in the cab of an E-9 diesel engine over the Burlington Northern from Chicago Union Station to Aurora, Illinois. Bonus: freight and passenger run-bys.
Color, Sound, One Hour, Thirty-four Minutes $39.95

"The Orange Blossom Special" A head-end ride aboard an RF&P GP40-2 diesel from Richmond to Potomac yard, VA, plus trackside action at the Bryanpark engine facility as well as run-bys at selected locations along the RF&P mainline.
Color, Sound, 4 One Hour parts ..... 33.45 EACH
ALL FOUR FOR 120.00

"The Atlantic City Line" A head-end ride from Atlantic City, N.J. to 30th Street Station, Phila. plus run-bys and (B&W) vintage PRSL footage.
PART 1-Atlantic City to Atco, N.J.+Vintage PRSL footage.
Color, B&W, Sound, One Hour 33.45
PART 2-Atco, N.J. to 30th Street Sta. Phila. + run-bys.
Color, Sound, One Hour Each 33.45

"PATCO's Lindenwold Line" This program will take you for a head-end ride on the PATCO high speed line from 15th to 16th Street Station, Philadelphia, over the Ben Franklin Bridge to Camden and on to Lindenwold, NJ. You'll then take a short head-end ride on the former PRR Schuylkill Valley line (now operated by SEPTA) from Cynwyd to 30th Street Station, upper level.
Color, Sound, One Hour $33.45

"The Montclair Line & Hoboken Festival 1990" A head-end ride over the former Lackawanna Railroad from Montclair to Hoboken, New Jersey. Also includes highlights of Hoboken Festival 1990, the largest transportation display in the East, sponsored by New Jersey Transit.
Color, Sound, One Hour $33.45

"The Gladstone Line" A head-end ride over the former Lackawanna Railroad from Hoboken to Gladstone, New Jersey, in the cab of NJ Transit G.E. MU.
Color, Sound, One Hour, Thirty Minutes 39.95

"The Dover Line" A head-end ride over the former Lackawanna Railroad from Hoboken to Dover, New Jersey, in the cab of NJ Transit G.E. MU. Color, Sound, One Hour, Thirty Minutes 39.95

"The Bergen County Line" A head-end ride over the former Erie Railroad (via the Bergen County Line) from Hoboken, New Jersey to Suffern, New York, in the cab of NJ Transit GP40PH diesel. Color, Sound, One Hour 33.45

"The Erie Main Line" A head-end ride over the former Erie Railroad (via the Main Line) from Hoboken, New Jersey to Suffern, New York, in the cab of NJ Transit GP40PH diesel.
Color, Sound, One Hour 33.45

"The Pascack Valley Line" A head-end ride over the former Erie Railroad from Hoboken, New Jersey, to Spring Valley, New York, in the cab of NJ Transit U34CH diesel.
Color, Sound, One Hour 33.45

"The Port Jervis Line" A head-end ride over the former Erie Railroad from Suffern to Port Jervis, New York, in the cab of a Metro North RDC train
Part 1 - Color, Sound, One Hour 33.45
Part 2 - Color, Sound, One Hour 33.45

"The Boonton Line" A head-end ride in the cab of a NJ Transit U-34CH diesel engine from Hoboken to Netcong via the Boonton Line. Color, Sound, One Hour, Thirty Minutes 39.95

"SEPTA's West Trenton Line" This program will take you for a head-end ride in the cab of a GE MU train over the former Reading Company West Trenton line from Wayne Jct. (just outside Philadelphia) to West Trenton, NJ. Color, Sound, One Hour $33.45

"SEPTA's Norristown Line" This program will take you for a head-end ride in the cab of a GE MU train from 30th Street Station (former PRR) and through the new tunnel onto the former Reading line to Elm Street Station, Norristown, Pennsylvania. Color, Sound, One Hour $33.45

"The Media Line" A head-end ride in the cab of a SEPTA MU train over the former PRR media line from Elwyn to Suburban Station and on to Wayne Junction over the former Reading Railroad. Color, Sound, One Hour $33.45

"A Farewell To The Bullets And Brills" A head-end ride aboard the last remaining 'Strafford' car in service over the former Philadelphia & Western (now operated by SEPTA) from the 69th St. Terminal to Norristown, PA, plus run-bys and historic footage. Color, Sound, One Hour 33.45

"Philadelphia Trolleys" A head-end ride on SEPTA's Media and Sharon Hill lines operating out of the 69th Street Terminal, plus run-bys. Full Color, Sound, One Hour 33.45

TRACKSIDE ACTION VIDEOS

"PRR E-8 Diesels In Action" A head-end ride from Temple to Hamburg, PA and return mixed with many run-bys featuring two PRR E-8 diesels restored by and operating on the Blue Mountain and Reading Railroad. Color, Sound, One Hour 33.45

"PRR Mainline Steam" Double headed PRR power trackside action from Strasburg, PA to 30th Street Sta. Phila. and return. Color, Sound, One Hour 33.45

"PRR Double Headed Steam" Same train as above from Strasburg, PA to the Rockville Bridge and return. Trackside action. One Hour 33.45

"Strasburg Steam" Live steam action on the oldest operating steam railroad in the country. Features run-bys/cab ride.
Color, Sound, One Hour 33.45

"The Northeast Corridor Part I" Trackside action from Amtrak's Sunnyside Yard, Queens, N.Y. to Newark, N.J. featuring Amtrak, Long Island, N.J. Transit and PATH trains, towers, stations, tunnels and bridges. One Hour 33.45

"The Northeast Corridor Part II" Trackside action of Amtrak's N.E. corridor between "Hunter" tower at Newark, N.J. to "Union" Tower at Rahway, N.J. featuring trains of Amtrak, N.J. Transit, and Conrail as well as towers, bridges, tunnels, and stations.
Color, Sound, One Hour 33.45

"Northeast Corridor, Part III" Passenger and Freight trackside action from Colonia to Trenton, New Jersey.
Color, Sound, One Hour 33.45

"Amtrak's Harrisburg Line" Trackside action on the former PRR (now operated by Amtrak) between Harrisburg and 30th Street Station, Philadelphia, PA featuring trains of Amtrak, SEPTA and Conrail with a variety of equipment.
Color, Sound, One Hour 33.45

"Burlington Northern E-8 Diesels" Trackside action of BN E-8 diesels in passenger service on Chicago commuter lines and Chicago Union Station at rush hour. Color, Sound, One Hour. 33.45

"Tracking The Big Apple" Trackside action of New York City elevated lines, Metro-North at 125th St. Station, and the Long Island Rail Road. Color, Sound, One Hour 33.45

"The Hudson River Lines" Trackside action on the former New York Central (now operated by Metro-North) featuring a variety of Metro-North equipment, Amtrak Turbo and FL-9, and Conrail freights. Color, Sound, One Hour 33.45

"Conrail Fast Freights-The Middle Division" Trackside action of freight and passenger trains between Lewistown and Enola, PA. Color, Sound, One Hour 33.45

"Conrail Fast Freight - Juniata Rails" Freight and passenger trackside action between Lewistown and Altoona, Pennsylvania. Color, Sound, One Hour 33.45

"Conrail Fast Freights - The Lebanon Valley Line" Lots of run-by action on the former Reading Lebanon Valley Line between Harrisburg and Palmyra, Pennsylvania.
Color, Sound, One Hour $33.45

"Conrail Fast Freights-The River Line" Trackside action of Conrail freights on the Hudson River line.
Color, Sound, One Hour 33.45

"Railroading In Canada" Variety of motive power and train consists on Canadian freight/passenger moves at midwest locations. Color, Sound, One Hour 33.45

"Trolleys Of Philadelphia" Trackside action of PCC, Kawasaki and trackless trolleys in Phila., PA. Color, Sound, One Hour 33.45

"Trolleys Of Pittsburgh" Trackside action of PCC cars in Pittsburgh from 1975 to 1980. Color, Background Music, One Hour 33.45

"Trolleys Of Boston" Trackside action of Boston trolleys in the 1970s. Color, Background Music, One Hour 33.45

VINTAGE TRACKSIDE ACTION

"PRR Power" Vintage trackside action of PRR electrics, diesel and steam. Color, Sound, One Hour 33.45

"PRR Power Volume II" All vintage PRR steam in action between 1946 and 1956 at many locations including South Amboy, Camden, Baltimore, Phila., Horse Shoe Curve & Altoona. Color, Sound, One Hour 33.45

"PRR Power Volume Three" Vintage PRR action shot between 1930 and 1968. Never before released - a Railroad Video Productions exclusive!
Color and B/W, Sound, One Hour 33.45

"GG-1 Volume II" Vintage trackside action of the famous GG-1 electrics in their last years of service.
Color, Sound, One Hour 33.45

"A Look Back In Time" PRR/Reading vintage footage featuring steam with some early diesels and electrics. Includes PRSL footage. Color, B&W, Sound, One Hour 33.45

"The End Of An Era" Vintage footage of Erie, LV, CNJ, Reading, Lackawanna, D&H, Rahway Valley operating in Northern N.J. during the 40's and 50's.
B&W, Sound, One Hour 33.45

"Memories Of The Baltimore and Ohio" Vintage steam and diesel footage, plus the B&O-produced vintage movie "Meeting The Challenge" (1946). Color, B&W, Sound, One Hour 33.45

"Trolleys Of Pennsylvania" Vintage footage dating back to 1930. Featuring many of the trolley lines that operated in Pennsylvania at locations including Lancaster, Altoona, Johnstown, Greensburg, Pittsburgh, Phila., Norristown, Reading, Hershey, and Allentown.
Color, B&W, Background Music, One Hour 33.45

"Traction Action" Features trackside action of over 30 trolley lines from coast to coast between 1930-1950.
Color, B&W, Background Music, One Hour 33.45

"New York Central-Reading Co. Vintage Movies"
1. **"Within The Oval"** Color, Sound (N.Y. Central)
2. **"The Steam Engine"** B&W, Sound (N.Y. Central)
3. **"Safety At The Crossroads"** B&W, Sound (Reading Co.)
Total Running Time One Hour 33.45

"PRR Vintage Movies" Produced by the PRR
1. **"What In Blazes"** Color, Sound
2. **"Clear Track Ahead"** B&W, Sound
3. **"GG-1 Head-End Highlights"** B&W, Sound
Total Running Time One Hour 33.45

"Classic Railroad Archives" Four vintage railroad movies.
1. **"Progress On The Rails"** Produced by the PRR
2. **"Fast Freight"** Produced by the AAR
3. **"Coast To Coast In 48 Hours"** Produced by the PRR
4. **"Snow And Steam"** Produced by British Rails
B&W, Sound, One Hour 33.45

"Classic Railroad Archives Volume II" Three vintage railroad movies. produced by the AAR.
1. **"Something For Everyone"**
2. **"Big Trains Rolling"** (1952 version)
3. **"225,000 Mile Proving Ground"**
Color, Sound, One Hour 33.45

"Classic Railroad Archives Volume III" Three vintage railroad movies.
1. **"Thundering Rails"** Produced by the AAR
2. **"Operation Reading"** Produced by the Reading Co.
3. **"Flight Of The Century"** (early version) NYC
B&W, Sound, One Hour 33.45

"Classic Railroad Archives Volume IV" Three vintage railroad movies.
1. **"Big Trains Rolling"** (1946 version) Produced by the AAR
2. **"End Of An Era"** Produced by Rayonier Corp.
3. **"Ichabod, The Man Without A Head"** Produced by the AAR
Color, Sound, One Hour 33.45

"Classic Railroad Archives Volume V" Four vintage railroad movies.
1. **"On The Track"** Produced by the AAR
2. **"Milestones Of Progress"** Produced by the AAR
3. **"Tomorrow's Railroads"** Produced by the Waugh Equip. Corp.
4. **"Easy Does It"** Produced by the AAR
Color, B&W, Sound, One Hour 33.45

"Highlights" Short previews of most of our titles. This tape will make a unique addition to your collection or you may view it to determine content and quality of our videos then return it for full credit (less $3.50 for postage and packaging) toward the purchase of any Railroad Video tape. One Hour, Fifty Minutes 33.45

WE PAY ALL SHIPPING
SEND STAMPED SELF ADDRESSED ENVELOPE FOR OUR FREE CATALOGUE WITH COMPLETE DETAILS OF EACH TAPE.
FOR FASTER SERVICE, CALL WITH YOUR MC OR VISA.
PENNSYLVANIA RESIDENTS PLEASE INCLUDE 6% SALES TAX.
ALL TAPES AVAILABLE IN VHS AND BETA.

observed that since they found out about the book, the huge Kroch's & Brentano's bookstore chain has ordered well over 2000 copies, and other major distributors have also put in big orders. Many of the "panic" purchasers were city officials who suddenly had to know a lot about the old railroad that was unexpectedly making headlines.

This now newsworthy book (#BO82) is available for $13.95 from Pentrex, P.O. Box 94911, Pasadena, CA 91109 (800/753-5318, VISA or MasterCard accepted) or from your local hobby dealer.

Steam Directory

In what has grown through 27 annual issues into probably the most useful guidebook of special railway operations in North America, the 1992 edition of the popular *Steam Passenger Service Directory* packs 308 listings from the U.S. and Canada for tourist railroads, railway museums and major model railroad exhibits such as those featuring live steam. Arranged alphabetically by state/province and town, each listing occupies a full page with a black & white photo for illustration and brief descriptions of the site's operating schedule, fares, feature attractions, locomotives and other equipment, plus related services like gift shops, food, Amtrak connections, etc.

Eight pages of tear-out coupons offer discounts to some of the major tourist railroads and museums. For the novice railfan, there's a ten-page introductory text outlining some of the basic elements of railroading, locomotives, trolleys and interurbans that can be experienced at the sites listed.

On the front and back covers of this 352-page 5½"×8½" softcover are color photos of East Broad Top 2-8-2 No.14 at Orbisonia, Pennsylvania, and bus and trolley displays at the Seashore Trolley Museum in Kennebunkport, Maine. A quality product from the publishers of *Locomotive & Railway Preservation* Magazine, it sells for $9.95 plus $1.75 shipping ($2.50 shipping outside the U.S., Vt. res. add 5% tax) from *Steam Passenger Service Directory*, P.O. Box 599, Richmond, VT 05477.

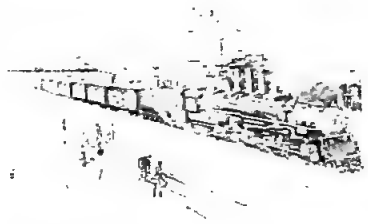
Horseshoe Curve Guide

The gang at *Railpace* Newsmagazine are celebrating the reopening of the Horseshoe Curve Visitors Center (and the 10th anniversary of *Railpace* itself) with the release of their *Railfan's Guide to Horseshoe Curve*, a 14-page 8½"×11" illustrated booklet with text by Michael Bezilla. As with the many other railfan guides that *Railpace* has produced, this one comes with excellent reproductions of USGS topographic maps that have been enhanced with easy-to-read notations pointing out important locations, access and chase roads and those all-important motels, food stores and gas stations. In four separate maps (two printed as complete two-page spreads), the guide shows us the lay of the land from the yards and shops of Altoona west up the mountain through Horseshoe Curve and the summit tunnels and on down to the helper terminal on the west slope at Cresson.

The 33 sharp color photos with their detailed captions illustrate many of the areas mentioned in the text and maps. Most are contemporary Conrail scenes, but the nicest are those showing PRR and Penn Central action in the four-track days before the forest had encroached on the clear vistas at Horseshoe and other locations.

Bezilla's text opens with light history and then outlines the key photo spots almost mile-by-mile. Notice is wisely given of Conrail's policy of dealing firmly with railfans caught trespassing at Horseshoe Curve or anywhere else on the hill. Train and helper practices and talking defect detector sites are covered, too.

It sells for $3.00 plus $1.00 postage from Railpace Company, P.O. Box 927, Piscataway, NJ 08855-0927. It's also available at the Horseshoe Curve Visitors Center Gift Shop.



UP Challenger Painting

The latest artwork from Union Pacific Media Relations Director John Bromley is *Green River Challenger*, an 18"×25¼" color lithograph (image area measures 15¾" × 23½") depicting UP's famed 4-6-6-4 3985 rolling an eastbound "fruit block" train of solid refrigerator cars into snow-covered Green River, Wyoming, circa 1950. Two tracks over, workers are clearing ice and snow from the switchpoints as part of their routine in keeping the railroad open for traffic like the 3985 East.

As is typical with Bromley's fine winter paintings, *Green River Challenger* will be used to illustrate the UP company Christmas cards for 1992. The cards won't be out until later in the year, but you can order the lithograph now for $20.00 plus $2.00 shipping, or as one of 250 signed and numbered editions for $30.00 plus $2.00 shipping, from Rail History Prints, 14611 Jefferson Street, Omaha, NE 68137.

Traction Publications **by Joe L. Diaz**

DIAMOND STATE TROLLEYS — Electric Railways of Delaware by Harold E. Cox is an illustrated 90-page 8½"×11" softbound book relating the origin and development of street railways in Wilmington,

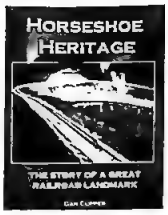
★ A NEW VIDEO RELEASE! ★
TACONITE TRAINS OF MINNESOTA
Featuring The Iron Range Railroad Operations of....
BURLINGTON NORTHERN RR
DULUTH MISSABE & IRON RANGE
CYPRUS NORTHSHORE MINING
LTV STEEL MINING CO.
ORE TRAINS • YARDS • DOCKS & SHIPS
BRIEF ORE HISTORY WITH STEAM ERA.
ALMOST 100% NEW FOOTAGE!
2 Hours • VHS • Color
Live Audio • Narration
$44.95 Plus $3.00 Shipping
Reg. $48.95 - Exp. 7/30/92
WI residents add 5% sales tax
Send Payment To: Check/M.O./Cr.Card#, Exp.
PLETS EXPRESS
P.O. BOX 217 • ALTOONA, WI 54720

OLD LINE GRAPHICS ALL-COLOR RAILROAD BOOKS
VISA / MASTER CARD ACCEPTED
RICHMOND FREDERICKSBURG & POTOMAC $42.00
THE WESTERN MARYLAND RAILWAY in the DIESEL ERA $44.00
THE RAILROAD NIGHT SCENE $44.00
LOUISVILLE & NASHVILLE in the APPALACHIANS $42.00
CHICAGO & NORTH WESTERN $39.00
The D&H, MEC & B&M BEFORE GUILFORD $39.00
CLINCHFIELD COUNTRY $38.00
Postage Paid in United States In Maryland Add 5% Sales Tax Outside U.S. Add $3. Shipping Per Book
OLD LINE GRAPHICS
1604 WOODWELL ROAD, SILVER SPRING, MD 20906
301-460-9193 (Noon to 6PM EST)

Delaware, and the immediate surrounding area. Also included are several other proposed street and electric railways in the state of Delaware, numerous of which were planned, even surveyed, but not built. This is another Harold Cox publication that is surely of interest to traction fans, with details of early history and operation through the years. The reader is treated to 90 black & white photographs of the cars and their operation, with reproduction being very good, particularly when the vintage of many is considered. The early years of the Wilmington street railway operation, horsecars, consolidations and mergers are all here. The original equipment employed was second-hand New York City horse cars.

Included herein is a set of the usual high-quality trackage maps regularly found in Cox books. Also included is a sampling of schedules and several detailed track layout maps of the various companies involved. There are two car drawings, small in size but excellent in detail. There are also excellent detailed car and equipment rosters dealing with the various companies and eras. The cover photograph along with several inside are of the famous Brill-built 400-series cars, which are often erroneously referred to as Master Units. In actual fact, the Brill company never used this term in describing them. The cars' platforms were designed for extreme low floor loading and bore no resemblance to the Master Unit design. This is a satisfying coverage of a medium size street railway system at modest cost. It's available for $14.00 postage paid from the publisher, Harold E. Cox, 80 Virginia Terrace, Forty Fort, PA 18704.

Book Reviews



Horseshoe Heritage—The Story of a Great Railroad Landmark by Dan Cupper, published by Withers Publishing, 528 Dunkle School Road, Halifax, PA 17032; 56 8½"×11" pages, softcover; $7.95 plus $1.50 shipping per book (Pa. res. add tax); also available at the Horseshoe Curve Visitors Center and the Railroaders Memorial Museum in Altoona, Pa.

Released in time to coincide with the April 25, 1992, opening of the new Horseshoe Curve Visitors Center, this attractively-designed, highly-affordable book should be in every rail buff's collection. It tells the story of one of the world's most famous railroad locations. Railfans in the Western states who take for granted such easily-photographed horseshoes as Trinidad Loop and Sullivan's Curve may wonder what the big deal is about Conrail's former-Pennsy landmark in the Alleghenies. Well, it's not just another U-turn in the mountains. You have three parallel tracks (the fourth was removed in 1981) making a more than 180-degree turnaround on a 1.8% grade, conveying on a daily basis more tonnage than some main line railroads see in a week. Sadly, the only public access to Horseshoe Curve is the visitors center, which, nestled deep in the trees inside the apex of the curve, doesn't allow you to really see the curve for what it is. But, for those who cling patiently to the fence separating the visitors center from the tracks, or who dare hike to the rock outcroppings on either side of the curve, Horseshoe presents such incredible moments as when a loaded coal train with rear-end helpers creeps downhill on Track 1 and westbound trailers howl uphill on Track 3 and a light helper scoots down between them on Track 2, all at the same time.

Before Conrail, the scenario had the added drama of one more main track and hosted PRR E-units in tuscan red, Fs in Brunswick green and, later, Penn Central Alco Centuries in bleakest black with "white worm" logos. For the most part, the dozens of fine black & white and color photos and well-researched chapters in *Horseshoe Heritage* cover the Pennsylvania Railroad years, from the curve's completion in 1854 and its widening to four tracks at the turn of the century to paired I1-Class 2-10-0 helpers and first-generation diesels during the boom years of the 1940s and '50s. Complementing the many rare, archival photos are reproductions of the promotional art that brought Horseshoe to the eyes of the world, even in the form of labels on twelve-ounce bottles of Curve Premium Beer, produced years ago at the Altoona Brewing Company.

Though Horseshoe Curve is the focal point of the mountain grade west of Altoona, the hill has other interesting places like the trio of tunnels that pierce the summit ridge at Gallitzin and Tunnel Hill. These and other features are clearly defined in the centerspread map designed by Mike Schafer. It details the area's major highways and roads as well as the existing and abandoned railroads. Notable among these are the more ancient routes up the hill via the Allegheny

TALKING LOCOMOTIVE
RAILROAD ALARM CLOCK

Lighted Dial
#R552
$34.50

Wake up to a Big Boy Locomotive right in your room as you feel the excitement of a real steam engine! Has realistic sound! When the alarm goes off...hear a steam engine blowing its whistle, ringing its bell, letting smoke out the smoke stack and even the sounds of engine going over joint rail. A must for a steam buff! Even has speed control to adjust the speed of these sounds from a slow freight to a fast passenger train. Also has a flashing red light to let you know your train has arrived when alarm goes off. Clock runs off 3 penlight batteries (not included).

Whistle Stop
Railroad Alarm Clock

When the alarm goes off you'll see the **Red Crossing Lights flashing** *followed by the sounds of a steam engine blowing it's whistle. Then the bells will start ringing and finally you'll hear the sounds as it passes over the rail.*

Loud & Realistic Sounding!

A thrill for any age Railroader to have. Runs off 4 penlight batteries (not included). Easy to set quartz clock with day-date calendar.

$34.95
Model #CR1138
11-1/2" tall x 5-1/4" wide.

ITEM#	QTY.	TOTAL
AL residents add 8%		
SHIPPING		$4.95
TOTAL ENCLOSED		

Name_____
Address_____
City_____ ST_____ Zip_____

MC ☐ VISA ☐ AE ☐ DISCOVER ☐
16 Digit Card Number: __ __ __ __ __ __ __ __
__ __ __ __ __ __ __ __
Exp. Date:_____ Sign:_____
☐ ENCLOSED IS CHECK OR MONEY ORDER. (R-8)

Call Or Write For FREE CATALOG!

1-800-733-8537

THE TRAIN STATION®
P.O. Box 4923 • Montgomery, AL 36103

Portage Railroad and its inclined planes and the more circuitous New Portage Railroad, plus the two smaller railroads that once connected with the PRR right at Horseshoe Curve. Also shown are the names that railroaders gave to nearly every remaining curve between Altoona and Gallitzin. Author Cupper pulled these names from a variety of track charts and employee timetables which used to list them in an official capacity.

Bringing the story up to date are photos and brief commentary on Conrail, the removal of the fourth track, the swapping of GP9 7048 for K4 1361 as display power at the visitors center and the renovation of the center with its new inclined-plane trams which whisk people from the parking lot up to the trackside viewing area.

Horseshoe Heritage is sold at Horseshoe Curve itself and acts as the perfect self-guided tour. The vast wealth of research material and photos that Cupper gathered but couldn't fit into this small softcover will be incorporated into a larger hardcover version being prepared for future publication — B.K.

Wheat Lines and Super Freights — Santa Fe in Color Series, Volume 2 by Joe McMillan, published by McMillan Publications, 2921 Two Paths Drive, Woodridge, IL 60517-4512; 240 8½"×11" pages, hardcover; $64.95 (Ill. res. add 6¾% tax, Canadian and foreign orders add $4.00 shipping per book); U.S. and Canadian credit card orders phone 800/344-1106.

Volume 1 in this series of all-color pictorials, *High Green to Marceline*, looked at the Santa Fe from Chicago to Kansas City, and future volumes will cover "Chico's Road" from Texas to California. While not as marvelously landscaped as Cajon Pass or the Arizona Divide, the territory covered in *Wheat Lines and Super Freights* — Kansas, Colorado, Oklahoma and Texas — is considered by most to be the heartland of the Santa Fe, both physically and historically. The three-page foreword by Michael Blaszak recalls how the Atchison & Topeka Railroad Company was born in Atchison, Kansas, in 1860, built toward the south to receive cattle off the Chisholm Trail, flung west to Colorado in search of silver and branched out in every possible direction to harvest the agricultural bounty of America's breadbasket.

Attractive and varied page layouts give us a diesel-era tour of this region through the color photography of author McMillan and several others. Mel and Vern Finzer deserve special commendation for their aerial views of trains passing through some of the many "silo towns" that dot the quilted fabric of Kansas farm country. Elsewhere, the mix of camera angles and lens lengths presents the equally diverse settings and operations of Santa Fe's heartland from the 1960s to the present.

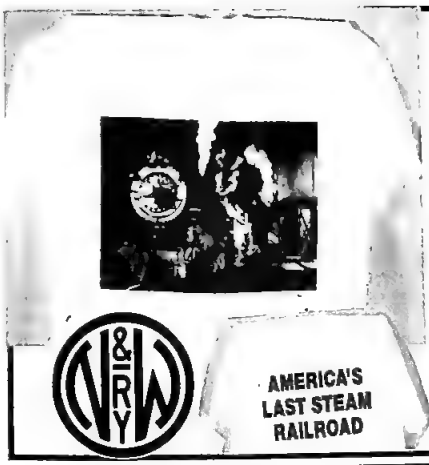
Among the rare gems are the E3, E6s, U28CGs, U30CGs, FM H16-44s, RSD15s and those once-dominant F7s. In some cases, the photos are priceless time machines that make 1972 seem like just yesterday, such as Bob Harmen's shot of A-B-B-B Fs coursing through the green hills near Palmer Lake,

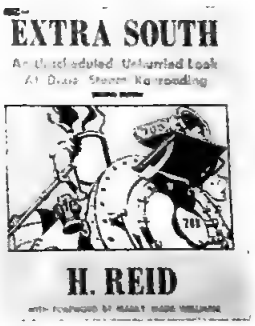
RAILROADIANA
Nestle's Railroadiana Since 1959
Free listings for most major railroads, trolley listings, back issues of rail magazines, maps, guides, technical data, books, etc. Please be specific. We specialize in diversity. Listings for SSAE with request you return same. Fair prices paid for rail material.
NESTLE'S RAILROADIANA
BOX 105, GREENWICH, NY 12834

Over 350 RR Emblems
Embroidered Cloth
DEALER INQUIRIES INVITED
137 Old Long Ridge Rd., Stamford, CT 06903
Catalog & 3 Samples $2.50
W.N. RICH

OM&C VIDEO
OM&C VIDEO PROD.
P.O. Box 4640
El Monte, CA 91734
AT&SF 3751 COMES ALIVE - See restoration and first showing at Fontana - 85 Min. - $22.95
3751 COMES OUT - The steamer's first trip on SF rails to SBdo, Fullerton, L.A. - 2Hr. - $25.95
BEAUMONT HILL & CAJON PASS - Exciting run-bys and chases of SP, SF, UP - 80 Min. - $25.95
SoCal RAILSCENE VIDEOLOG SERIES - Ongoing look at typical railroading on So. Calif. - Vols. 1-3 Now Available. See SP, UP, SF - 2 Hrs. - $22.95 ea.
ARIZ. & CALIF. RR EMPLOYEE SPECIAL - motive power, run-bys, chases-35 Min-$12.95
FREE MYSTERY VIDEO WITH ORDER OF 2 OR MORE TAPES
VHS $3.00 S&H ea. tape. CA residents add 8.25% sales tax. Modey order, check, or cash only. Send $.29 U.S. stamp for complete list of tapes.

TRAINS—THE WAY THEY WERE
MODERN RAILROADING OF THE 1960's. "New Directions in Modern Railroads" AND "Science Rides the High Iron." 60 min. COLOR. $24.95
UNION PACIFIC MEMORIES. Last of the Giants, "Big boy" steam The Human Side. 1950 50 min. COLOR $24.95
CHICAGO & NORTHWESTERN RR MEMORIES. Song of the Pioneer, 1948 Service to Shippers 1956 55 min COLOR $24.95
Write for free Catalog VHS or Beta $3.50 shipping any size order
VISA/MC/AMEX accepted. ILL res add 7% tax
MOVIECRAFT, Box 438, Orland Park, IL 60462
(708) 460-9082 (708) 460-9099


FIRST TIME EVER!
Famous O. Winston Link night image of Norfolk & Western K1 Mountain #104 taking on water, as featured in the book *Steam, Steel & Stars*. Back of shirt reads "AMERICA'S LAST STEAM RAILROAD". Sizes S,M,L,XL. $20.00 plus $3.00 postage & handling. Send check or money order to:
STEAM TRAIN
PO BOX 271
WACCABUC, NY 10597

SOUTHERN STEAM


EXTRA SOUTH
H. Reid. Nostalgic unhurried overview of southern railroading as it was on the Tweetsie, Southern, Norfolk & Western and many short lines. Superb rare old photos. New expanded 2nd edition. 8 x 11. (C53).....21.95
VISA/MC/AMEX/OPTIMA Accepted. P&H US $2. per book. Outside US add 20% for insured shipping. NJ residents add 7% sales tax. Canadians add 7% G.S.T.
CARSTENS Publications, Inc.
Carstens Books, Dept. 4850
P.O. Box 700, Newton, NJ 07860
(201) 383-3355

KEEP YOUR MAGAZINES AT YOUR FINGER TIPS
CALL AND ORDER YOUR BINDERS TODAY (201)383-3355
OR WRITE: CARSTENS PUBLICATIONS, PO DRAWER 700, NEWTON, NJ 07860

SCANNER EQUIPPED?
Then you need —
THE COMPENDIUM OF AMERICAN RAILROAD RADIO FREQUENCIES
BY GARY STURM & MARK LANDGRAF
New, Convenient Size • More Detailed Listings
Over 200 Pages • U.S., Canada and International
Only **$14.95**
Order from:
Gary L. Sturm
P.O. Box 80041
Ft. Wayne, IN 46898-0041
SASE for more information. Dealer inquiries invited.

THE DEPOT ATTIC
377 Ashford Ave. Dobbs Ferry, NY 10522
"America's Foremost Dealers In Railroad Memorabilia"
Offering a Large Selection of Authentic Railroad Paper and Hardware Material.
Buying Large Collections or Single Items Including Lanterns, Timetables, Keys, China, Passes, Badges, Books, Hardware, Brochures and Miscellaneous.
Write, or Phone 914-693-5858 (Evenings)
Store Hours: Weekends Only 12 to 5:00 PM
Send $2.00 to Receive Catalogs

Photo by Neal Miller

☐ **Union Pacific Super Cabs and Steam** 1 hour 28 min. $39.95
Get acquainted with new EMD SD60M and GE Dash 8-40CW. Renew old friendships with steamers 844 and 3985. #041

☐ **Heavy Freight and Union Pacific 3985** 60 min. $39.95
Challenger 3985 hauls record-breaking 143 APL Doublestack Cheyenne-North Platte. Also Cheyenne-LaSalle. #040.

☐ **Union Pacific's Last Steam Giants** 24 min. $24.95
4-8-8-4 Big Boys, 4-6-6-4 Challengers and 4-8-4 800's in regular service. 1950's 16mm footage by Dave Gross. #038.

☐ **Challenger '82** 55 min. $39.95
Historic footage of U.P. 3985 in preparation for restoration. Spectacular 1982 trips in Utah, plus 1981 highlights. #002

☐ **Union Pacific 'Challenger' 3985** 55 min. $39.95
See the rebirth of this famous 4-6-6-4 in 1981, including historic doubleheader with 8444 to Sacramento. 55 min. #001

☐ **Santa Fe's Raton Route** 1 hour 54 min. $49.95
Modern Santa Fe power against a panorama of the Old West! Action over Raton Pass, Las Vegas Sub, Glorieta Pass. #042

☐ **Santa Fe's Seligman Sub** 60 min. $39.95
"Yellow Bonnets" and "Red merger units" race over the Arizona Divide between Winslow, Arizona and Needles, California. #033

☐ **Santa Fe's New Mexico Main** 60 min. $39.95
The Belen Cutoff. Chicago-Los Angeles mainline from Clovis to Belen, on the New Mexico Division. #039

☐ **Colorado's Colorful Joint Line** 60 min. $39.95
Features Burlington Northern Oakway EMD SD-60, Santa Fe O trains and Rio Grande freights. #032

☐ **Rails Along the Rockies** 60 min. $39.95
Four Seasons of Colorado Joint Line action featuring Burlington Northern, Santa Fe and Rio Grande . #031

☐ **Assault On Snow** 1 hour 12 min. $39.95
Wyoming & Colorado battles the blizzard of 1988. F-Units plow snow. U.P. Rotary 900080 attacks snow west of Laramie. #027

Rocky Mountain Railroad Club 16mm by Irv August

☐ **Steam Over Sherman** 54 min. $39.95
Journey to the 50's when Big Boys, Challengers, 4-8-4's and early diesels stormed over Sherman Hill. #011

☐ **Rio Grande of the Rockies** 60 min. $39.95
2-8-8-2's on Tennessee Pass. F-9's assisted by 2-8-8-2's to Moffat Tunnel. Narrow gauge K-27, K-28, K-36, K-37, 2-8-0 #268. Last train on Marshall Pass. #015

☐ **The Fifties Express** 52 min. $39.95
Steam, Diesel, Frt., Pass. B&O, PRR, NYC, MILW, NKP, WM, N&W, DM&IR, NP, CV, B&M, NH, CN, CP. #023

☐ **Silver Rails & Golden Memories** 1 hour 12 min. $39.95
Rocky Mountain Railroad Club excursions 1952-62. D&RGW N. G., C&S S.G., Great Western, Pikes Peak Cog., U.P. 4-8-4 #026.

☐ **The Milwaukee's Mighty Electrics** 40 min. $39.95
See the "Joes" on Pipestone Pass and "Box Cabs" crossing the Columbia River. Filmed 1965 & 1968. #028

☐ **The Last Steamers of the C& S** 52 min. $39.95
2-10-2, 2-8-2, 2-8-0 perform against a magnificent Rocky Mountain backdrop. Steam Rotary. 16mm by Dave Gross. #019

☐ **Diesels On The Union Pacific** 60 min. $39.95
1980's U.P. Diesel action on Sherman Hill including revival of DDA40X "Centennials". #013

☐ **Diesels on the Union Pacific..The Sequel** 60 min. $39.95
Explore the scenic New Line over Sherman with SD-40's, and U30-C's. Ride the cab of DDA40X # 6922 #014

☐ **Tehachapi Part I: The Santa Fe** 57 min. $39.95
Modern railroading through green California mountains and over the marvel of Tehachapi Loop (1986). #020

☐ **Tehachapi Part II: The Southern Pacific** 52 min. $39.95
Features S.P. trains including the Unit Tank Train. "Daylight" engine 4449 is seen on the Loop in 1984. #021

☐ **Diesels West** 55 min. $39.95
Filmed 1979-1981 in Wyoming, Colorado and Utah on Union Pacific, Rio Grande and Utah Railway. #008

☐ **Kindig's Diesels** 35 min. $29.95
Dick Kindig's 16mm diesel-era footage filmed 1971-72. Union Pacific, Burlington Northern and Rio Grande.#029.

WILLIAM P. PRICE 8mm FILM STEAM COLLECTION

☐ **Allegheny Rails I: The Baltimore & Ohio** 55 min. $39.95
"Big Six" 2-10-2, EM-1 2-8-8-4, P-1d 4-6-2, Q1ba 2-8-2, Alco, FA Diesels. Sand Patch Grade and Cumberland Division. #024

☐ **Allegheny Rails II : The Western Maryland** 52 min. $39.95
Decapod 2-10-0, Challenger 4-6-6-4, H-9 2-8-0 , 4-6-2, Potomac 4-8-4, F-7, Alco RS2. Connellsville Main-Elkins Subdivision. #025

☐ **Blue Ridge Steam** 1 hour 22 min. $39.95
Norfolk & Western Y6 2-8-8-2, Class A 2-6-6-4, K Class 4-8-2 and famous "J" 4-8-4. Ride Powhatan Arrow in 1966. #035

☐ **Salute To Soldier Summit** 60 min. $39.95
Rio Grande power lashed up for high speed and brute power over Soldier Summit on the Utah Division. (1988) #034

☐ **The Rio Grande Today** 2 hours $49.95
Summer, Fall, Winter Railroading in Colorado Rockies. Ride California Zephyr and Private Car Yerba Buena. (1982-1986) #022

☐ **Legend Of The Rio Grande Zephyr** 52 min. $39.95
Excellent documentary of this famous train including F-9 #5771 last arrival at Denver Union Station. #009

☐ **Snow Train: Rio Grande's Ski Special** 28 min. $29.95
F-9 #5771 glides through the majestic snow covered Rockies with Rio Grande's unique Ski Train. (1984) #017.

Historic 16 mm films of Arthur M. Cox, Jr. Filmed 1937-1973

☐ **America On Rails (Section 1)** 30 min. $29.95
1938 NRHS "6000 Mile Tour". Midwest Electrics. Steam passenger S.P. Narrow Gauge. #030

☐ **America On Rails (Section 2)** 30 min. $29.95
Chicago Union Station. Midwest Electrics. 1948 Chicago Railroad Fair. Steam passenger. #036

☐ **America On Rails (Section 3)** 37 min. $29.95
Midwest Electrics. Steam and Diesel Passenger. 1929 New Orleans-San Diego trip. Amtrak. #037

Narrow Gauge Classics

☐ **Excursion To The Thirties** 52 min. $39.95
Rare Narrow Gauge 8mm films 1937 to 1941 by Richard B. Jackson. RGS, C&S, D&RGW #003

☐ **Rio Grande Narrow Gauge In the Fifties** 58 min. $39.95
Alamosa to Durango, the Monarch and Framington Branches plus RGS #42. 8mm films by Robert F. Shank. #004

☐ **A Forties Memory** 24 min. $29.95
16 mm films by Billie Bowen after World War II on D&RGW, SP and AT&SF. Also RGS, D&RGW narrow gauge. #010

☐ **D&RGW Narrow Gauge Freights** 60 min. $29.95
Archival 16mm 1967 footage by Jim Marcus. Alamosa, Cumbres Pass, Chama, Durango, Farmington (Silent) #006

☐ **D&RGW Narrow Gauge Stock Train** 60 min. $29.95
In 1966 Engine 498 & 487 make the run over Cumbres Pass. Last passenger Kolor Karavan. Jim Marcus (Silent). #007

☐ **Rio Grande of the Rockies** 60 min. $39.95
2-8-8-2's on Tennessee Pass. F-9's assisted by 2-8-8-2's to Moffat Tunnel. Narrow gauge K-27, K-28, K-36, K-37, 2-8-9 #268. Last train on Marshall Pass. #015

☐ **Silver Rails & Golden Memories** 1 hour 12 min. $39.95
Rocky Mtn. Railroad Club Excursions 1952-62. D&RGW N.G., C&S S.G., Great Western, Pikes Peak Cog, U.P. 4-8-4. #026.

☐ **Narrow Gauge Vignette** 55 min. $24.95
2-8-0 #346 at Colo. RR Museum. Great Freight '79 on C&T with D&RGW #484. Durango & Silverton '82 Winter Excursion. #005

☐ **Rails Across The Summit** 28 min. $19.95
This 1976 Film documentary of the Cumbres & Toltec Scenic Railroad won Cine "Golden Egal Award". #012

☐ **Doubleheader '83** 28 min. $19.95
D&RGW narrow gauge two-engine freight lettered to 1940's battle grade on cumbres & Toltec. #016

☐ **The Sugar Cane Train** 17 min $19.95
The Lahaina-Kaanapali & Pacific on the Hawaiian Island of Maui hauls tourists behind 3 foot 4-4-9. #018

at Dealers and Direct

Visa * MasterCard * Discover * Check * Money Order

VB VIDEO PRODUCTIONS

order toll free (800) 448-3987
or (303) 770-8421

$3.00 Shipping 1 tape, $1.00 each Additional Tape. VHS or BETA

P. O. Box 4593 - Dept R - Englewood, CO 80155

PAL-WRITE: STEAM POWERED VIDEO, Dawes Road, Dunkirk, Nr. Faversham, Kent, ME13 9TP, U.K.

Colorado. Smiling for the photographer from the open door of the lead unit is the fireman, properly dressed in denim overalls and billed hat.

The *Wheat Lines* aspect of the book is well represented by the wooden depots and trestles where Fs, Geeps and CF7s lugged hopper cars to and from towering white grain elevators. Jim Primm's shot where the Englewood Subdivision climbs out of the Medicine River Valley is pure prairie branch line: a U23B and two Geeps gently leading a long hopper train uphill through tight curves on a route where it appears little effort was made to reshape the rolling hills for the sake of track speed. In Oklahoma, one of Santa Fe's branches taps gypsum products rather than grain, and in doing so twists through a deep cut and along the stark, rocky shore of Lake Altus.

Super Freights in the form of long-distance intermodal and manifest trains put on their finest shows at Matfield Green in the Flint Hills of central Kansas and on the 1% grade of Curtis Hill in northwest Oklahoma. Lush with foliage as its name implies, Matfield Green is surrounded by rolling grass hills which Santa Fe's hot Texas trains negotiate at high speed with SF30Cs, GP50s and Super Fleet SDFP45s biting their flanges into reverse curvature. Curtis Hill, on the other hand, gives westbounds a slow climb up the dry, desolate grade out of the Cimarron River Valley. A portion of the grade was rerouted at Quinlan in the 1940s to slice more directly through a ridge, leaving part of the old main behind as a passing siding. When meets occur at Quinlan, as shown in a couple photos, the train taking the siding curves its way far from the main track and out of sight behind a hill.

Not often thought of as a Santa Fe property, the Joint Line between Pueblo and Denver is best depicted by the shot of northbound Santa Fe grain empties rolling past the camera on home rails while in the background can be seen a southbound BN train with Santa Fe pushers snaking its way uphill to Palmer Lake on D&RGW track. In one long paragraph, McMillan provides excellent background on this confusing place where

FLORIDA RAILROAD DIRECTORY

The guide to railroads, passenger & transit lines, museums, displays, clubs, rides and attractions with trains. 48 pages of information. Features full-color map, radio frequencies, rosters, over 40 photos, plus more. Send SSAE for free brochure.

Includes 1992 summer update

$8.95 POSTPAID (FL residents add 48c sales tax)
Call 1-800-544-0293 toll-free for Visa and MasterCard orders or send check/money order to:
Forrester Communications, Dept. 127
P.O. Box 421901 Kissimmee, FL 34742-1901

CLIMB ABOARD!

JOIN America's largest and best-known rail society and enjoy the satisfaction of keeping our railroad heritage alive.

SEND $15 for membership ($7.50 in June, July & August; outside the USA add $4) or write us for more information and locations of chapters near you. **NRHS, PO Box 58153-D, Philadelphia, PA 19102.**

Ron's Books

P.O. BOX 714, HARRISON, NY 10528
(914) 967-7541 7 PM TO 10 PM EST

YOUR ONE STOP BOOK AND VIDEO SHOP
Discount Prices & never a shipping charge within the U.S.

Alco PA Diesels of the SP 22 50
Algoma Central 27.00
American Shortlines Railway Guide 17.00
All Aboard Amtrak (Color) 45.00
Alliance & Everywhere West 23.25
All Lines North of Raleigh 31.50
Along the East Broad Top (Heimburger) .. 36.00
American Narrow Gauge RRs (Hilton) 54.00
Articulated Locomotives of No. America, Vol. 1 ..... 49.50 Vol. 2 ..... 35.00
Beaumont Hill (SP–Signor) 44.00
Best of Mainline Modelers
Bridges Vol. 1 ..... 13.50
Freight Cars Vol. 1, 2 or 3 ..... 13.50
Passenger Cars 13.50
Structures 13.50
Blue Diesels & Black Diamonds 27.00
Blue Streak Merchandise 36.00
Boston & Maine (color–Jones) 72.00
Boston & Maine Photo Essay 43.75
Brazilian Steam Album Vol. 1, 2 or 3 ..... 13.50
Burlington Northern into the 90's 43.25
Burlington Northern 1980 to 1991 Annual 41.50
B&O Steam Finale, Vol 1 ..... 29.25 Vol 2 35.00
Cabins, Crummies & Hacks Vol 1 N&E ... 36.00
Cabins, Crummies & Hacks Vol 2 South . 27.00
Cajon Pictorial Album (Walker) 49.50
Canada Southern 31.50
Canadian Sunset 44.50
Cape Cod Railroads (Farson) 36.00
Cash, Tokens & Transfers H/C 36.00 S/C 22.50
Century of SP Steam Loco. (Dunscomb) .. 45.00
Centural Vermont Vol. 1,2,3,4,5, or 6 .... 22.50

We hope to take off a couple of days to look at some steam locos. So, we may not be around on a regular basis to answer your phone calls. Mail orders will be answered as promptly as possible. Thanks for understanding—RON

Chicago & Northwestern Memories 35.00
CNW Freight Cars 27.00
Clinchfield County 34.25
Colorado Midland Railway (Abbott) 46.00
Coming of the NY & Harlem RR 40.00
Conrail Vol 1 or 2 ..... 36.00
Cripple Creek Road 27.00
D&H Freight, Pass. & Work Equip. 31.50
D&H Industry Sampler '31 Reprint 31.50
Detroit, Toledo & Ironton (Trostel) 40.50
Elec. Tract. on the PRR (Bezilla) 24.75
Enginehouses & Turntables (Canada) 31.50
Erie Lackawanna In Color Vol. I 40.50
Erie Railroad in Color (Sweetland) 40.50
Erie Railroad Story (Carleton) 35.00
Far Wheels II 13.50
Feather River Rt Vol.1 38.50 Vol.2 44.00
50 Years of Progressive Transit 18.00
Freight Car Pictorial (Wayner) 21.50
Golden Decades of Trains ('50's) Col 40.50
Great North. Railway (PFM–Wood) 67.50
Great North. Railway (Hidy) 45.00
Green Bay & Western (Maller) 44.00
Hub of the Burlington Lines West 54.00
Hudson & Manhattan RR Revisited 27.00
Hudson River Day Line (Ringwald) 36.00
Illinois Terminal 48.50
Indiana Railroad 49.50
Jersey Central Diesels (Bernet) 43.25
Jersey Central Lines In Color 40.50
Jersey City Westbound (Henderson) 27.00
Katy Diesels to the Gulf 36.00
L&N in the Appalachians (Flanary) 38.75
Lackawanna RR in Color (Sweetland) 40.50
Lehigh Valley Vol 1 or 2 (Yanosey) 40.50
Logging RRs of So. Carolina 38.75
Logging RRs of the Salt Chuck H/C ..... 41.25 S/C 33.25
Logging RRs Of Skagit County H/C ..... 49.50 S/C 40.50
Logging by Rail 40.50
Milwaukee Rd (Color-Hyde) 58.50

"WHATS NEW?"

Alamosa/Salida 38.75
Conrail (Withers) 48.00
Conrail Motive Power Review Vol. 1 ..... 27.00
Deleware & Hudson in Color 40.50
EP 5 Jets-New Haven 27.00
Four Great Divisions 33.25
Gotham Turnstiles 30.50
NYC Color Photograpy of Ed Nowak 40.50
NW Rail Pictoral (Wing) Vol. 2 ..... 35.50
On The Three Foot Gauge 15.75
Pullman Standard Library Vol. 11 (C&O,B&O,N&W) 36.00
Touring Pittsburgh by Trolley 13.50
Union Pacific Type (Kratville) 63.00
Westside Lumber Co. 54.00

Mil. Rd Remembered (Scibbens) 36.00
More Classic Trains (Dubin) 77.50
N&W 1st Generation Diesels (Withers) ... 43.50
N&W 2nd Generation Diesels (Withers) .. 43.50
N&W Diesels Last Conquest 12.50
N&W Giant Steam 36.00
Narrow Gauge to No Man's Land 35.00
New England Rails (Sweetland) 40.50
NYC's Lightning Stripes 40.50
Next Stop Grand Central 22.50
Nickel Plate Years H/C (Hirsimaki) 33.25
North American Street Railways at Mid-Century (A Color Survey) 26.50
North Bank Road 22.50
NP Dining Car Line to the Pacific 18.00
Over and Back 45.00
PA4 Locomotives 27.00
PRR Color Guide to Frght & Pass Eqipt ... 40.50
Pennsy Diesel Years Vol.1,2,3,or4 ..... 40.50
Pennsy Elect. Years Vol.1 (Volkmer) 40.50
Pennsy Steam A to T (Carleton) 33.25
Pennsy Steam–A 2nd Look (Carleton) 34.25
Pennsy Steam Years Vol. 1 ..... 40.50
Pere Marquette in 1945 ..... 11.75
Philippine Sugarcane RR 18.00
Pioneers of Elect RR h/c ..... 40.50 s/c 31.50
Pittsburgh & West Virginia (Withers) 45.00
Pullman Std. Lib. Vol.5,7,8,9,or10 ..... 36.00
Quanah Route 38.25
Railroad Night Scene (Cook) 40.00
Rails Across the Land 36.00
Railway Steamships of Ontario 27.00
Rainbow of Traction ..... H/C 40.50 S/C 25.25
Reading Diesels Vol. 1 (Woodland) 49.50
Reading Railroad Vol. 1 (Holton) 51.25
Rebirth of The Missouri Pacific 18.00
The RGS Story Vol. 2 ..... 58.50
Rio Grande Memories (Norwood) 36.00
Rio Grande Narrow Gauge (Norwood) 36.00
Rolling Thunder 45.00
Route of the Phoebe Snow 22.50
Royal Blue Lines (Harwood) 36.00
Santa Fe Across the South West 31.50
Santa Fe Freight Cars 27.00
Signatures in Steel 45.00
Southern Railroad Varnish 22.50
Southern Railway Depots 18.00
SP Transport. Co. In the 1990's 33.25
SP Bay Area Steam (Demoro) 33.75
Spirit of Railroading 40.50
Splendor Sailed the Sound (NH RR) 50.00
The Steam Era of Lehigh Valley 27.00
Story of North Central RR 35.50
Texas & Pacific (Collias) 40.00
The A: N&W's Mercedes of Steam (King) 40.50
The RDC Story H/C (Crouse) 45.00
30 Years Over Donner ..... H/C 27.00 S/C 18.00
Those Amazing Cab Forwards (Harlan) 33.75
Tract. Extra #1 City Subway Newark 29.75
Tract. Extra #2 President's Car 58.50
Tract. Yearbook '81,'82,'or '84 ..... 29.75
Traction Yearbook '85,'86,or '87 ..... 40.50
Turbines Westward ..... H/C 37..75 S/C ..28.75
Union Pacific 1990 (Withers) 38.75
Union Pacific West (Sims) 43.50
Wabash (Heimburger) 35.00
Wabash In Color 40.50
West End (B&O) 45.00
West of the Great Divide 40.50
Western Maryland Cabooses s/c 27.00
Western Md. RR's in Diesel Era 39.50
Wheat Lines & Supper Freights 58.50
Wrecks, Accidents & Collisions 31.50

RON'S VIDEOS – ALL VIDEOS ARE VHS ONLY!

HERRON: Glory Machines Vol 1 or 2 ..... 60.00
Vol 3 ..... 50.00, Vol 4 or 5 ..... 40.00
PRR Glory Vol. 1, 2, or 3 ..... 50.00
Pocahontas Glory Vol. 1,2,3, or 4 ..... 50.00
Singing Wire ..... Vol. 1 40.00 or Vol. 2 50.00
Reflections of the NY Central 1928 62 ..... 50.00

CHICORY PRODUCTIONS:
Running The Railroad:
VOL. 1. Road To The Future 27.00
VOL. 2. Steam Locomotive 27.00
VOL. 3. Within The Oval 27.00
VOL. 4. New York Calling 27.00
VOL. 5. The Big Train 27.00
VOL. 6. Electronic Railroading 30.00
VOL. 7. A Century of The NYC 27.00

JMJ: D&H In 1989-Vol. 1 or Vol. 2 ..... 44.00
Diesels of West Virginia & Maryland 44.00
Florida Diesels Part 1 or 2 ..... 44.00
Industrial & Short Line Steam Locos Vol. 1 or 2 ..... 40.50
Shays, Lumbering and More 40.50
Steam Locos of the Southern (ACL,SAL, RF&P,L&N) 31.50
SUNDAY RIVER: Across the Top-Colorado 36.00
Articulated in Appalachia 36.00
B&O Steam 45.00
Blizzards, Freights & Streamliners 36.00
Brill Bullets & Red Arrow Lines 36.00
Complete Silverton 27.00
Gears in the Woods (logging) 27.00
Hudsons Along the Hudson 36.00
Nickel Plate Odyssey 27.00
Rio Grande Southern 63.00
UP 8444 Across Oregon 36.00
CRV PRODUCTIONS: SF Snowblowing in Kansas 27.00
SF The Kansas Way (2 Hrs.) 39.00
ALLEN KELLER:
Great American Model Railroads Vol. 1 thru 11 ..... ea. 36.00

RON'S COLLECTOR'S CORNER

American Narrow Gauge (Krause) 50.00
Canadian Steam (Morgan) 25.00
Colorado Midland (by Cafky) 225.00
East Broad Top 100.00
Erie Lackawanna Story (Carlton) 135.00
Nickel Plate Road (Rehor) 65.00
Pennsy RR 1940-1950's (Ball-Autograph) 60.00
Penn Station 35.00

Send $1.00 for 30 page list of new/out of print books and videos. All orders must be paid in U.S. funds. NY residents please add correct sales tax. Print your name, address and phone number. Credit card users add card number and expiration date. Allow 4 weeks for delivery. For delivery outside of USA please add $3.00 per book or tape. Make checks payable to Ron's Books. Only inquiries which include a SASE will be answered. Prices subject to change.

WE BUY COLLECTIONS

THE MILWAUKEE ROAD

Windy City Hot Spots: Rondout, Illinois.

Watch the action through Rondout, Illinois on the former Milwaukee Road's Chicago-Twin Cities Mainline. You'll see solid Milwaukee Road lashups, EJ&E SD38s and SD38-2s, BN detours, a Metra inspection train with CNW F7s, ex KCS SD40s, ex ICG SD40As, EMD demonstrator GP60s, and lots of Soo Line freight action.

You'll also see a rare daylight passage of the Wisconsin & Calumet with first generation power.

We'll also take you into the tower, take a look at the history of Rondout (including details of the Rondout train robbery), watch the evening rush hour parade of Metra commuter trains, many powered by rare F40Cs, and see some amazing Amtrak consists!

The Elgin Joliet & Eastern is also a contributor to the activity at Rondout. You'll see what they have to offer, and see the family ties as the Soo Line delivers a pair of DM&IR SD9s to the "J".

All this and much more, including more surprises!

One Hour. $35.00
IL residents add 6.5% ($2.28)
VHS or Beta

East End Productions
P.O. Box 471 Dept.R
Gurnee, IL 60031

Save 20% on Video Tapes from McMillan Publications

PENTREX • WB VIDEO • VIDEO RAILS • GREEN FROG • CRV
GREG SCHOLL • GANDY DANCER • HOPEWELL • EAST END •
• ZULEKA •

	> New Titles		Our Price
	BEST OF 1991 - Pentrex	SP sugarbeet trains, UP 3985, SP 2472, ATSF shipper spl	***$40.00***
	SANTA FE 3751, RETURN TO STEAM - Pentrex	four-day trip Dec 1991	***$24.00***
	LTV MINING - Pentrex	formerly Erie Mining in northern Minnesota	***$32.00***
	CHATTANOOGA STEAM REUNION - Pentrex	25th anniversary NS/N&W steam	***$20.00***
	THE WISCONSIN CENTRAL - Pentrex	largest Midwestern regional railroad	***$32.00***
	SANTA FE'S ARIZONA MAIN LINE - Pentrex	AT&SF in northern Arizona	***$32.00***
>	***ACROSS MARIAS PASS - Pentrex***	BN crosses the Rockies in Montana	***$32.00***
>	***ACROSS DONNER SUMMIT - Pentrex***	SP crosses the Sierras	***$32.00***
	CUMBRES & TOLTEC SCENIC ROTARY SNOW PLOW - Pentrex	May 1991	***$20.00***
	CUMBRES & TOLTEC SCENIC , PASSENGER - Pentrex	n.g. steam	***$24.00***
	CANFOR'S ENGLEWOOD RAILROAD - Pentrex	Vancouver Island logging road	***$20.00***
>	***UP'S FEATHER RIVER ROUTE - Pentrex***	UP in California's Feather River Canyon	***$32.00***
>	***WINDY CITY HOT SPOTS-RONDOUT - East End***	famous Chicago tower	***$28.00***
>	***THE REAL RETURN TO STEAM - Video Rails***	AT&SF 3751 returns to steam, 12/91	***$24.00 #***
>	***THE RESTORATION - Video Rails***	The restoration of AT&SF 3751 ***# Both for $38***	***$24.00 #***
	SANTA FE ODYSSEY Vol 1 - Green Frog (2 tape set)	AT&SF in 1950s/1960s	***$80.00***
	SANTA FE ODYSSEY Vol 2 - Green Frog (2 tape set)	AT&SF in 1970s	***$64.00***
	SANTA FE ODYSSEY Vol 3 - Green Frog (2 tape set)	AT&SF, Chgo-KC, 1991	***$52.00***
>	***THE WABASH RAILROAD - Green Frog***	The Wabash in 1950s and 1960s	***$40.00***
>	***THE PENNSYLVANIA RAILROAD - Green Frog***	The great PRR, 1952-1969	***$40.00***
>	***THE EMPIRE BUILDER - Green Frog***	great documentary on this Amtrak train	***$28.00***
	SANTA FE SNOW BLOWING IN KANSAS - CRV	rotary plow in Kansas, 1991	***$23.60***
>	***SANTA FE'S LAMPASAS SUB - Zuleka***	Temple to Sweetwater, Texas	***$40.00***
	SANTA FE'S RATON ROUTE - WB Video	AT&SF in northern New Mexico, 1989-91	***$40.00***

Shipped by 1st Class Mail/UPS ***U.S. Customers: $2.50 per order***
Canadian and foreign: add $3.00 for first tape; $1.00 for each additional.

U.S. and Canadian Credit Card Holders Order Toll Free
1-800-344-1106
• MasterCard
• Visa
• Discover

Order now from:
McMILLAN PUBLICATIONS, INC.
2921 Two Paths Drive
Woodridge, Illinois 60517-4512

24-Hour FAX 1-708-910-8791

Illinois residents add 6-3/4% tax

Many more tapes in stock! write for free list

two parallel tracks, each owned by a different company, carry trains for three different railroads. It's the only place, according to McMillan, where AT&SF operates "north" and "south" by timetable.

Like the other Santa Fe pictorials McMillan has done over the years, *Wheat Lines and Super Freights* utilizes elongated captions to discuss each picture in great detail, often incorporating items of local trivia that come from photographers and railroaders who have experienced the subject matter firsthand. Helping somewhat to put the photos into place are the two separate endsheet maps by Mike Schafer. While they don't show every town and siding named in the book, they do show the current status of AT&SF segments that have been abandoned or spun off to short lines — B.K.

Videos

BY MIKE DEL VECCHIO

New Arrivals

Only a few weeks after the dust settled along Lackawanna Avenue after five historic buildings were demolished to make way for a shopping mall, **"The Great Implosion"** from WYOU-TV Channel 22 became available. With their offices located directly across the street from the actual blast covered in the July '92 issue, Channel 22 would naturally report in the event with more than just a video snippet. Nine cameras were used in all, including their "Kamikazi Cam" — a Panasonic professional video camera mounted on the roof of the tallest building to be destroyed. Other cameras and crews were positioned on neighboring buildings in town, from the Steamtown rail yards and in a helicopter. This program appears to be WYOU's live broadcast of the implosion with a news commentator giving the blow by blow, then explaining the delays and the final blast. During the "pre-game show" there are interviews with appropriate people, vintage films of early Scranton and recent footage of mall-related happenings. With the safety-related delays, the show stretches to a full hour of viewing with the blast occurring roughly 40 minutes into the program. This is a well-rounded, professionally produced show about an historic event. It is available in VHS-format only for $19.95 postpaid from WYOU-TV, "Great Implosion," 415 Lackawanna Avenue, Scranton, PA 18503. Allow four-to-six weeks for delivery (ours arrived in four weeks to the day), checks and money orders only. What happened to the Kamikazi Cam? The Mayor of Scranton found it in the rubble, and WYOU has it on display in their lobby.

"The Georgetown Loop Railroad," produced by Mountain Automation Corporation, P.O. Box 2324, Ft. Collins, CO 80522, is a video documentary about this 6.5-mile steam-powered tourist line located west of Denver on a portion of former-Colorado & Southern right of way. To gain the 600-plus feet of elevation between Georgetown and Silver Plume, C&S predecessor Colorado Central built the "Devil's Gate Viaduct" enabling the line to loop over itself. Even though the tracks and bridges were removed after the C&S abandoned the loop in 1939, the bridge and line has been authentically restored as part of a project by the Colorado

Historical Society. This program tours the contemporary line and reflects back on its history with still photos and some of the oldest moving pictures known to exist. The videography from lineside, on-train and from high up in the canyon is super, and the regional narration is very professionally done. Re-edited and updated from a former-Pruett Publishing tape of the same name, this program tells a great and significant story. The overall presentation is quite professional and can be enjoyed by all. 30 minutes, $19.95 (in VHS only) plus $3.00 shipping.

The sight of the Western Maryland's fireball freight image on vintage Alco diesels as they hauled passenger trains out of Cumberland, Maryland, was one of the more exciting events of 1991. **"Western Maryland Scenic Railroad,"** from Pentrex, P.O. Box 94911, Pasadena, CA 91109, is a time capsule of the 1991 season featuring an RS3, RSD4 and FPA4 all in the tasteful black fireball livery. The show begins in Cumberland as cameras lineside and in the cab follow the train up the 13-mile climb to Frostburg where the diesels pull onto the turntable, run around their train and return. The famous locations like Helmstetters Curve and Rush Tunnel are covered, and throughout the program the videography is well executed. Something that really impressed me in this tape was the sound of these old Alcos slobbering their way up the grade which sometimes approaches 3%. The narration is informative, and the weather is primarily Cumberland's typical summer overcast with some scenes under clear skies. With talk of more FPA4s coming in 1992, possibly painted in the B&O passenger livery, and the possible return of steam in 1993, this program may be the only way to relive 1991 when the locomotive consists were a nearly perfect WM re-creation. 30 minutes, $19.95 plus $4.00 shipping (Calif. res. add 8.25% sales tax, Minn. res. add 6.5% sales tax).

"The East Broad Top, A Living Landmark," produced by the Friends of the East Broad Top, RD1, Box 966, Three Springs, PA 17264, is a vintage film and contemporary video history of the East Broad Top narrow gauge railroad in central Pennsylvania. The EBT was begun in the 1870s as an iron ore hauler, but later coal became the chief purpose for its existence. The story is a fascinating one, and it's haunting to realize that, except for the bright spots of silver paint on the running gear of the steam locomotives, virtually nothing has changed at the Orbisonia shops but the date on the calendar. The EBT is a true window to the past, and this tape puts its significance in perspective. Some of the early films are breathtaking as they depict a long-gone way of life. The narration is by well-known EBT historian and author Deane Mellander, and the snippets of narration by former EBT employees add dimension. The contemporary video quality is a step above "home video," and the editing throughout is well-paced. 53 minutes, $39.95 plus $3.00 shipping from the FEBT Company Store, 20222 Churchill Ave., Trenton, MI 48183 (Mich. res. add sales tax).

Feature Reviews

"Santa Fe 3751, the Real Return to Steam," produced by Video Rails, 5076 Santa Fe Street, P.O. Box 80001, San Diego, CA 92138; 800/262-2776. VHS or BETA formats, VISA, MasterCard or Discover accepted, 60 minutes, $29.95 plus $3.95 shipping (Calif. res. add 8.25% sales tax).

The debut of Santa Fe 4-8-4 3751 in the final days of 1991 will likely never be forgotten. Between December 26 and 31 the majestic 4-8-4 romped on home rails over famous Cajon Pass and Tehachapi Loop just as it had done in regular service. The round trip excursion was run from Los Angeles Union Passenger Terminal and San Bernardino to Bakersfield via Barstow in four segments over the four days. Sponsored by the San Bernardino Railroad Historical Society, owners and restorers of 3751, this trip proved the mechanical excellence of the restoration work, and it was a fitting debut for such a significant locomotive — the oldest surviving 4-8-4. Two clean FP45s in Santa Fe's red warbonnet image trailed the 4-8-4 as a helper on the heavy grades, and for braking on the down grades — the 16-car excursion consist exceeded the 3751's steam era tonnage rating — but the 3751 was allowed and encouraged to work when it could. During the four days Southern California supplied four seasons of weather producing dramatic conditions for photography. Video Rails had multiple video crews on hand for this event, and they have put together a fast-paced and professional documentary of this epic trip.

The show opens at LAUPT as the train departs and begins a spirited climb through Santa Ana Canyon and up into Cajon Pass, and the views at these locations are haunting images from the past. After a brief look at the water stop at Victorville, the excursion arrived at Barstow after dark.

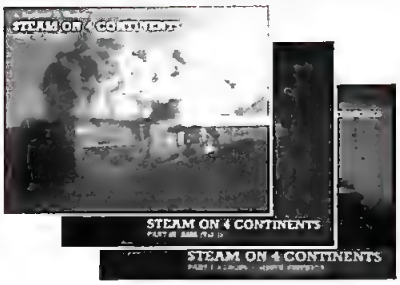
The next morning 3751 did some fine 60 m.p.h. running in the desert approaching Mojave, and the lineside crews here captured great high speed action on the fast track, and the 4-8-4 stopped for water in the town of Tehachapi. It was fish-in-the-barrel time as the 4-8-4 traversed the downhill curves and tunnels of the Tehachapis, and the crews got ample coverage here (though no loop footage, yet).

After spending the night at Bakersfield, the 4-8-4 put on a great show climbing into the Tehachapis on wet rail, often slipping for extended periods. One incident brought years of diesel soot down from the roof of Tunnel 5 onto the locomotive and trailing red-warbonnet F45s. The oil-coated locomotives are quite apparent in the rest of the day's runbys which include extensive coverage of 3751 making her way up Tehachapi Loop while passing an SP train in Walong siding.

The final day dawned clear and the 3751 and trailing FP45s were spotless (cleaned the night before). A video crew was in the cab for the photo run at the summit of Cajon providing a road-foreman's-eye-view looking forward leaning out of the engineer's side of the cab. Following the station stop at San Bernardino, 3751 put on a fine show running back to LAUPT via Pasadena. After unloading passengers, the evening light provided some fine footage of 3751 ferrying back to Fontana where the locomotive was stored.

The gang at Video Rails has done a fine job on this program. The videography is well done and with the polish of pros, and the professional narration keeps the show mov-

Now, from the designer of the world famous *Red Devil*...
David Wardale Chronicles
STEAM ON 4 CONTINENTS!



In conjunction with Germany's Günter Haslbeck and drawing on top photographers from around the world, David Wardale exchanges the slide rule for the camera and presents three fascinating all-color hardcover volumes in the

STEAM ON 4 CONTINENTS
Series.

Part I: EUROPE and SOUTH AMERICA
Steam was still in its glory when photographers visited Austria, Bulgaria, Czechoslovakia, East and West Germany, Hungary, Portugal, Romania and Yugoslavia plus Argentina'a Esquel and Rio Turbo Lines and Brazil's Doña Theresa Cristina, with brief looks at Chile, Ecuador, Paraguay and Peru. 128 pgs. **$39.95**

Part II: AFRICA
Angola, Cameron, Kenya, Mozambique, Sudan, Swaziland, Zimbabwe, and a long look at South Africa, the home of the famous Red Devil 4-8-4. 128 pgs. **$39.95**

Part III: ASIA
Burma, India, Indonesia, Jordan, Nepal, Pakistan, Syria, Thailand and Turkey. From mountain passes to sugar cane fields, here's the diversity of steam on the world's largest continent. 128 pgs. **$39.95**

$105.00 for all three!
plus $1.00 each P&H-US

Illinois residents add 8 % sales tax.
Canadian orders add $1.00 extra per item for postage.

GOODHEART PUBLICATIONS
P.O. Box 47131-RF
Chicago. Illinois 60647

Half-price close-out!

Night Trains: The Pullman System in the Golden Years of American Rail Travel is the award-winning story of the trains and sleepers that moved America—and where they went. Originally published at $49.95. Now, on close-out, just $25!

416 pages, 50 maps, 314 photographs, "fascinating reading"—Drury, *Trains*.

Order now while limited supplies last. Send $25, plus $4.50 shipping and handling. Wisconsin residents must add $1.25 sales tax.

Lakme Press • Box 924-H • Beloit, WI 53512

ing. The significant events of the trip were covered and pointed out, like the steam-cleaning of Tunnel 5. The cab footage at Summit is impressive, and overall everything shown was very well executed. The camera on the train helped to break up the lineside images with views of passengers and crews, food being prepared in the kitchen, etc. Personally, I like the faster editing and aggressive narration, and there were no blatant flaws the facts. Though we received our review copy six months after the trip, this reasonably priced offering is still worth a look — M.D.

"Blue Ridge Steam," produced by WB Video Productions, 6447 S. Heritage Place W., Englewood, CO 80111; 800/448-3987. VISA, MasterCard and Discover accepted, VHS or BETA, 82 minutes, $39.95 plus $3.00 shipping per order.

One of WB's notable achievements in the archival railroad video market was gaining access to the 8mm color films of well-known and widely published railfan photographer Bill Price. Two prior WB releases from this collection include tapes on the B&O and Western Maryland. Here, we find that Mr. Price devoted the same skill and style to coverage of the 1955-1958 era N&W: the end of big, modern, steam on a heavy volume railroad.

The principal lines covered in this tape include the northern end of the Shenandoah Division, the Blue Ridge grade east of Roanoke and the Christiansburg grade west of Roanoke, with quick glimpses of Ohio. The final several minutes of the program cover 1966 excursions with Southern 2-8-2 4501 — the first year of the Southern Railway steam program.

The line coverage is basically grouped by location, and each consists of runpasts with coal drags, regular freight and various name passenger trains, all steam hauled. Motive power coverage is concentrated on various classes of Y6, plus the Class A's, J's and K's and even generous amounts of Z1b Mallets thrown in. In a couple of cameo appearances (the Blacksburg and Norton branches) we see an M-class 4-8-0 and an E2 class Pacific. Bill has a keen eye for composition and lighting, so the angles are almost uniformly very good, with good backdrops (cuts, "S" curves, etc.). The low light angles of fall or early morning and late afternoon are occasionally marred by bad weather or the high light and haze of summer.

While we see plenty of the coal drags for which the N&W is famous, mostly with pushers, there are other scenes that make this tape a real collectors item. Witness streamlined K-class 4-8-2 powered mixed trains running on the Shenandoah line along with Y6s on manifests. Take the time to examine the entire and sometimes varied consists of each passage of the *Pocahontas*, *Cavalier*, *Tennessean* and *Powhatan Arrow*. Notice where numerous signals stood, but stand no longer. Relish the N&W in the years when trees were cut back, giving long, unobstructed views of trains in motion. Don't forget stations that have been demolished, third tracks that have been removed and cabooses who's frames must have bent a little after all those years of Y6s pushing on them. Modelers and railfans alike will delight in the classic freight consists of the era.

Favorite scenes include Mixed Train 13 leaving Hagerstown behind a K in cold weather with a wonderful consist of reefers, boxcars, combine and caboose; a Y6 in the morning on the "S" curve west of Shawsville; an A-powered coal train passed by passenger train No.7 with a K on front; a Y pushing in late afternoon panned from the road between Bonsack and Blue Ridge (this scene is now obscured by trees, although the red barn remains); the *Cavalier* westbound near Salem, its rod motion and puffy white exhaust looking splendid in the low light; and the westbound *Powhatan Arrow* exiting Montgomery Tunnel on the eastbound track, as a Geep-powered freight exits on the westbound main, all seen from a high vantage point west and south of the tunnel. Numerous trains in sunny fall light at Villamont, by the long-gone water tank, are also not to be missed. And, yes, the 611 is shown in regular service.

About six minutes of the tape are devoted to a 4501 excursion in 1966 over the N&W from Roanoke to Bristol in the first year of the Southern's steam program (and a mere eight years since the end of regular N&W steam service). The tape ends with something I wish I had done — a dome car ride from Roanoke to Bluefield on the *Powhatan Arrow*. During this sunny fall of 1966 ride we see many scenes that define the N&W, give hints of the Virginian and show numerous coal trains with first generation power.

The visual quality of the tape is comparable to the B&O and WM tapes, if you have seen those. For 8mm, it is good, with the occasional dark or relatively not-so-sharp se-

NEW FROM HEAD OF STEAM: VOLUMES II & III

The Video Encyclopedia of Steam Locomotive Operation

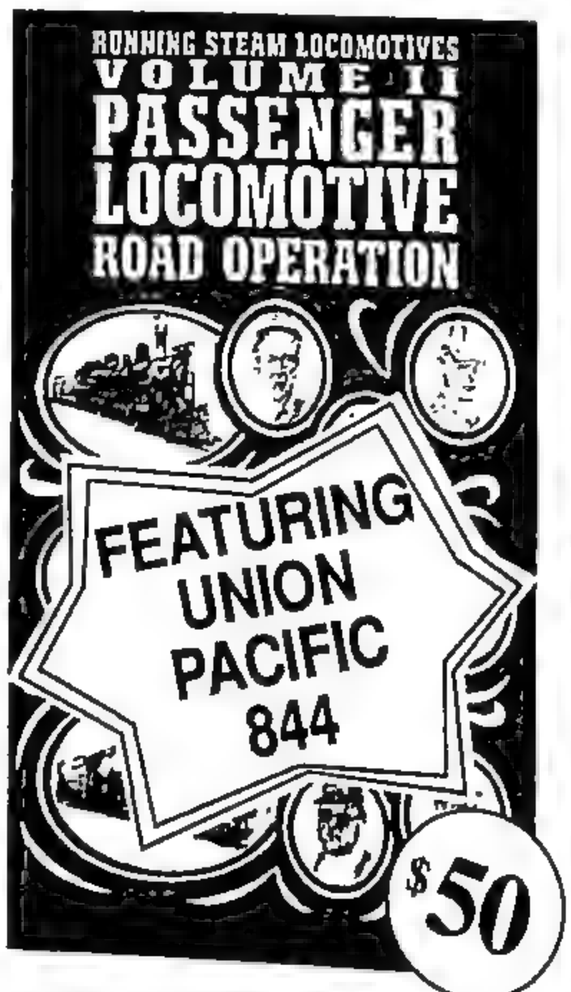
Vol.I-The One and Only video document of the anatomy, care and running of the Iron Horse, fully illust. with hands-on demonstrations. 90min.

This unique series explains, step by step, the operation and evolution of 20th Century steam locomotives and the hauling of freight and passenger trains. There is no narrator. The crews tell all, and eloquently.

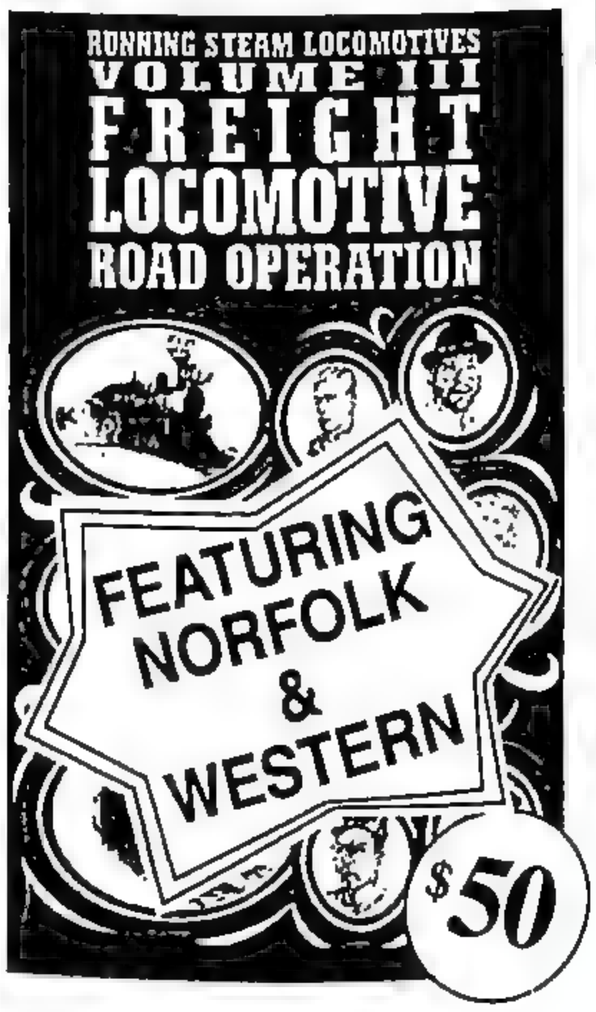
Each locomotive (and they're all classic examples of their type) is treated with the same thoroughness - starting with firing off and pre-trip servicing (in the case of the 1218, archival footage of N&W's fabled "Lubritorium") and a review of controls and special features, then out on to the road to demonstrate the work the machine was designed to do. You'll see an intense and sophisticated job up close.

We've done our darnedest to give you the feel of the throttle, true to life 'stack talk', complete cab tours and the experience of seasoned crews -some of whom ran these engines when in daily service. Rich in detail, you'll learn more with every viewing.

Vol.II-From the engine house at dawn, to easing the Pullmans to a gentle stop, the crew of a 1910 Ten Wheeler, a 1921 Pacific, and a 1940's Northern teach us about their steeds and their craft-many of them steam era vets. 105 min.



Vol.III-Freight hauling with steam motive power from narrow gauge logging, thru a complete short line operation and on to high iron with Roanoke's own 1218. The crews give detailed explanation as we travel with them at work. 75 min.



COMPLETE SET OF THREE FOR $125

SEND CHECK OR MONEY ORDER TO:
Locomotives, 104 Wool #4
San Francisco, CA 94110
CA Res. add Sales Tax. Prices include S&H.

quences. It is all in color. There are no fancy edits, just numerous runpasts, with a nice blend of panned and static tripod shots. Rege Cordic's narration is to the point and not obtrusive, providing nice information on the trains you are viewing. The films are silent, and the narration is placed over modern light background music, and there are a few technical audio glitches. There are no dubbed locomotive sounds.

I have spent some time walking the N&W east and west of Roanoke and wondering what the "old days" were like. Seeing Y6s here at exactly the spots you might shoot a train today (or wish you could) is a pleasant mind trip. Finding out there are more angles yet to go, if the trees are cooperative (Mr. Price was not afraid to walk), will urge my return. For those who saw the real action and soul of the N&W's environment, this is an excellent nostalgia trip. For those who wonder what it was like, N&W 1218 and 611 notwithstanding, this tape will give you a very good introduction to the best of the proud fleet of steam designed, built and operated by one of the premier railroads in the country — TOM KELCEC.

We'd like you to meet...

Ruppert Baird

The author of this month's feature on the Chehalis Western tells his own story pretty well:

"My friends know me as 'Rupe' or 'Glenn.' Both are borne due to family tradition, but I prefer 'Rupe' now.

"I was born four weeks short of New Years 1960 (December 3, 1959) in Frankfurt-am-Main, Germany, the son of an Army sergeant and former-WAC. We moved all over the U.S. following Dad from assignment to assignment. We settled in South Carolina upon his retirement when I was twelve. It was he, who I've long suspected of being a 'closet railfan,' who cemented my interest in trains through Lionel and Tyco, and by once moving us to within a stone's throw of the UP in north Omaha, Nebraska. He's related stories to me of riding the Columbus & Greenville doodlebugs from Indianola, Mississippi, near his childhood home, to Columbus. I envy him this.

"In South Carolina, I grew watching the Seaboard Coast Line and Family Lines on the old SAL Hamlet-Savannah main. I introduced myself to Kodachrome 64 during two years of college at Mississippi State University and numerous excursions to the Meridian & Bigbee, C&G, ICG, Frisco and Mississippian. In 1980, I got a summer job in a local sawmill and stayed. As a lumber inspector, I faced the same old SAL line I'd grown up with and revelled in the passage of each train only 100 feet away. I stayed on long enough to see the 1982 recession hit the lumber business hard.

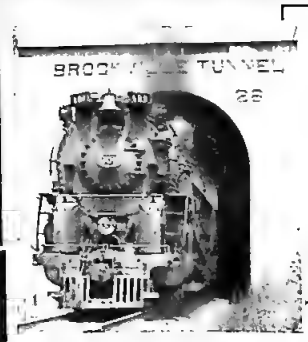
"In the meantime I married a wonderful woman, Darlene, who for three years of courtship and ten years of marriage has benevolently let me indulge my 'playing trains' and my other great interest — Rugby. They're strange bedfellows, I know, but I've rucked and mauled for over ten years with six clubs nationwide and overseas, and I see no reason to stop any time soon. The toughest moment I've encountered in trying to resolve the two was during a match on the campus of Colorado College in Colorado Springs. The field is alongside the Colorado Joint Line and during a match, the Santa Fe distracted me long enough that I got demolished by another rugger from the opposing team!

"In 1983, I enlisted in the Army as a helicopter mechanic. During my first assignment at Schofield Barracks, Hawaii, I joined a new military Rugby side, the ORCAS, and the Hawaiian Railway Society. I spent 38 months of Saturdays playing Rugby below Diamond Head in Waikiki, and my Sundays were spent on the other side of the island at Ewa Mill Town running 25- and 45-ton narrow gauge diesels and doing trackwork. And you thought all Hawaii had to offer was beaches and Mai-Tais! Weekdays were spent repairing Army OH58s and training to defend America from the godless communist hordes.

"At my next assignment in Colorado, I lent my services to Fort Carson's Ironhorse Rugby Football Club and the Cadillac & Lake

RAIL VIDEOS
Vintage Steam from the camera of August A. Thieme
SUPERBLY PHOTOGRAPHED AND EDITED, BROADCAST-QUALITY SINCE 1979

SHAYS, LUMBERING & MORE
1940's and '50's films of Geared Locos (SHAY - HEISLER - CLIMAX) on the Meadow River Lumber Co., Ely-Thomas Lumber Co., W.M. Ritter Co., Mower Lumber Co., Elk River Coal and Lumber Co., Brimstone and Graham Co.
color 60 min: $44.95



CHESAPEAKE and OHIO STEAM LOCOS
Eleven different classes of C&O steam in freight and passenger duty are shown at some of the most scenic spots on the Road
90% b&w 52 min: $39.95

VIRGINIAN VIGNETTES
Mr. Thieme filmed the Virginian from 1949 thru '56, and herein you'll see the EL-2B Streamlined and the EL-3A "Squarehead" Electrics, plus several Steamers, including Pacifics, Mikados, 0-8-0's & 2-8-8-2's
80% b&w - 20% color 25 min: $29.95

STEAM LOCOS on INDUSTRIAL and SHORT LINES, Vols. 1 & 2
SMALL AND MEDIUM STEAM ON

Vol. 1	Vol. 2
Kentucky & Tenn.	Elk River Coal & Lum.
Buffalo Crk. & Gauley	Rockton & Rion
Virginia Blue Ridge	E.J. Lavino Co.
Pembroke Limestone	Interstate R.R.
Dixie Sand & Gravel	Carolina Southern
David M. Lea Co.	Ft. Eustis R.R.
Treadegar Iron Co.	Nelson & Albemarle
Eastern Gas & Fuel	Shenandoah Central

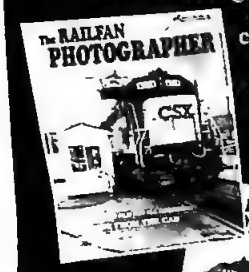
70% color 60 min each: $44.95 ea.

STEAM LOCOS of the SOUTHERN, A.C.L. S.A.L. RF&P and L&N
Among the many locos of these Roads shown are Southern Ps-4 Pacifics, ACL 4-8-4's, RF&P 4-8-4 Governors & Generals, Seaboard Q-3 Mikes, and much more.
b&w 32 min: $34.95

N&W STEAM LOCOS, Part 1 Classes Y and Z
The first in a series of N&W Steam Tapes covers most classes of the 2-8-8-2 Mallets, Y-3 thru Y-6b, plus Z-1a and Z-1b 2-6-6-2's. Many different units are shown, with much actual live audio included.
50% color 52 min: $44.95

35 other titles now available. Mail $1.00 for latest catalog which includes $5.00 certificate off next order
USA postage free. $3.50 to Canada
JMJ PRODUCTIONS
SEND CHECK OR MONEY ORDER TO
VHS or VHS-HQ
VISA AND MasterCard ORDERS PHONE, TOLL-FREE
P.O. BOX 4449, HOLLYWOOD, FLA. 33083
1-800-225-8203

If you have not read recent issues of *The RAILFAN PHOTOGRAPHER*, you have missed features on: Shooting silhouettes; winter photography; determining proper exposure in difficult light; tips on film use; how to avoid slide problems; the creative use of wide angles; new markets for train photos; ideas on giving interesting slide shows; composition; the best lens for railfanning; photography from the cab and how to get a cab ride; updated locations of ALCO's and other rare engines; locations for great train photography; free listings to trade slides; PLUS:



LOTS of GREAT COLOR and B&W TRAIN PHOTOGRAPHY in EACH ISSUE! - and -

In every issue, a
TRAIN PHOTO CONTEST!
- win cameras, lenses, film!

And - to introduce you to The RAILFAN PHOTOGRAPHER, your first issue is FREE with your paid subscription - receive 5 issues for the price of 4!

YOUR FIRST ISSUE IS FREE!

One year (4 quarterly issues plus your free issue), $15 (Canada, $18, overseas $25, U.S. funds).

The RAILFAN PHOTOGRAPHER,
PO box 787, Higley, AZ 85236.

RAILROAD GIFTS

SCALE PRINTS, T-SHIRTS
CLOTH EMBLEMS, PINS,
MUGS, GLASSES, BUCKLES
PORCELAIN SIGNS, ETC.

---- CATALOG $1.00 ----

G C WINEHOLT - RAILROAD GIFTS
RR 1 BOX 580 BROGUE PA 17309

All Aboard! Trumble Greetings has correspondence cards (blank inside) featuring the full-color train art of Howard Fogg, Jan Rons and others. Send $1 for a full-color catalog and sample card—and we'll send you a coupon worth $2 off your first order! Satisfaction guaranteed!

Box 9800-T-30LK
Boulder, CO 80301

LEANIN' TREE

City Railroad. I was saddened, but not at all surprised, by the C&LC's demise. My next assignment in Korea saw me forming and coaching a Rugby side and also led me to the surprisingly active and diverse (and profitable) Korean National Railway. Fort Lewis, Washington, outside Tacoma, was my last assignment before leaving the Army. I have to say that, except for the narrow gauge, the Puget Sound region can easily match Colorado, or any other locale, for action and diversity.

"I returned home to South Carolina in January of this year and hired on with Watco, Incorporated, a contract switching firm at a local paper plant. Watco, based in Coffeyville, Kansas, is surprisingly unknown in the business. But, Watco has at least 14 switching operations nationwide, owns three short lines (the Southeast Kansas, South Kansas & Oklahoma and the Osage) and Inman Services Company, a locomotive rebuilder and leasing firm.

"Currently, Darlene and I, along with our two children, Samantha (three) and Ian (20 months), live with my parents pending approval of a VA home loan. I'm a switchman and an Army Reservist preparing to join the Columbia Olde Grey Rudby Football Club and am a member of the South Carolina Railroad Museum. I guess the more things change, the more they stay the same.

"I've lived in South Carolina longer than anywhere else, and our families are here, so this is home. I plan to stay here awhile, though I already feel the wanderlust in my bones. Say, a trip to Jamaica could combine some foreign railroading, a beach vacation and some top-quality Rugby facilities..."

FIRST ANNUAL VIDEO CONTEST

$2100 IN PRIZES — ENTER BY JULY 31!

SINCE 1988 MANY CREATIVE AND UNIQUE FILMS AND VIDEOS HAVE BEEN RECEIVED AT REVELATION. HERE IS YOUR CHANCE TO SUBMIT YOUR FAVORITE WORK TO EARN PRIZES!

First Prizes: $500. worth of video, audio, and book selections from our catalog.
Three First Prizes will be awarded, one for each category.

Second Prizes: $200. spending spree from our catalog. Again, 3 will be awarded.

CATEGORIES: A. MOST EFFECTIVE PRODUCTION (Story line, editing and audio)
B. MOST CREATIVE PHOTOGRAPHY.
C. RAREST or MOST UNUSUAL SUBJECT.

* VHS or SUPER VHS only. No films accepted, must be transfered to video.
* Maximum Length 1/2 hour.
* Enclose $3. if you wish tape returned. Place name on cassette; not responsible for tapes lost in the mail.
* SAFETY FIRST! Dangerous scenes or stunts will not be considered.

Mark "CONTEST" on package. Send SSAE for list of winners. A panel of 5 will judge tapes received by July 31, 1992. Prizes awarded in late August.

un-classic 3/4 angle

"HOW TO SHOOT RAIL VIDEO" with BLOOPERS!! 60 mins.

Entertaining compilation from two dozen contributing photographers highlight elements which make for attention-grabbing video: Framing, Composition, Lighting, Camera Movement, Human Interest, Special Effects and more. Plus a zany BLOOPERS segment at the end!

$29. plus $3. postage. VHS Sent Unless BETA Requested. Send Stamp For Catalog.

SEND TAPES TO / ORDER FROM:

REVELATION Audio-Visuals
977 East Avenue
Tallmadge, Ohio 44278
(216) 630-9817

James Gunning

After rubbing elbows in numerous photo lines over the years without ever being introduced to each other, the author of this month's article on "The Medi-Flu 15" and Editor Boyd finally "met" on John Craft's weekend charter with A&WP 290 in Atlanta on May 3. After using his photos for many years, it was interesting to finally "put a face" with the name. Jim Gunning tells his story in his own words:

"I was born in 1950 in Salamanca, New York, and spent most of my formative years there. Salamanca at that time was a traditional railroad town with the east-west Erie main line, the Baltimore & Ohio's Buffalo Division and a Pennsylvania Railroad branch from Olean, N.Y., to Warren, Pa., all very much active. The grade school I attended had the Pennsy running right behind it. The sounds of the Erie drifted across town several times each day, and our next door neighbor was the road foreman of engines for the B&O. In addition, my mother went to work for the B&O in the late fifties. No wonder I got interested in trains at a tender age! The gift of an HO scale train set in 1957 got me interested in modeling, and from then on, railroads were a prime interest.

"Right across the Allegany River from my high school was WC Tower on the then Erie Lackawanna, and there was a constant parade of RS3s, FAs, PAs, F3s, F7s, GP7/9s, DRS4-4-1500s, AS616s and FM Train Masters. All this was spiced with brand new U25Bs and C424s.

"All this activity was fine, but back in 1964 a stop for lunch in Arcade, N.Y., while on a family outing brought me into contact with my first live steam locomotive. I remember running out of a restaurant to see what that wonderful noise was and being rewarded by Arcade & Attica 2-8-0 No.18 whistling across the Route 39 crossing in downtown Arcade. Since that day, diesels have always come in a very distant second.

"My first attempts at railroad photography occurred in the early sixties and are best forgotten. The gift of a good 35mm camera from an aunt in 1966 started me on the road to making decent photos, and the earliest shots I will actually show someone else date from that year. Working on my high school yearbook gave me my first darkroom experience and really got the photography bug biting hard.

"I was apprenticed as a printer and worked in Salamanca until 1978, so my search for steam was pretty much confined to the Northeast and Canada. I had been a military reservist for some time when an opportunity to attend Army flight school came along, and I found myself at Fort Rucker, Alabama, learning to fly helicopters. Fort Bragg, North

MAINLINE STEAM TOUR
NEW ZEALAND
NOVEMBER 1992.

FOR US$2550 COMBINE THE EXCITEMENT OF STEAM WITH SPECTACULAR SCENERY ON A TWO-WEEK "STEAM SAFARI" THROUGH NORTH AND SOUTH ISLANDS 1500KM OF RAIL TRAVEL BEHIND SUPERBLY-RESTORED MODERN 4-8-4 AND 4-8-2 ROLLER BEARING STEAM LOCOMOTIVES, WITH PLENTY OF PHOTO RUN-PASTS! PACKAGE INCLUDES FIRST CLASS ACCOMMODATIONS, MEALS & MAJOR TOURIST ATTRACTIONS EN-ROUTE. OPTIONAL TOUR EXTENSION TO FABULOUS QUEENSTOWN, MILFORD, FIORDLAND WITH FURTHER STEAM & RAIL TRAVEL ACTIVITY.

NZ MAINLINE STEAM TOURS
82 SEAVIEW ROAD PAREMATA, WELLINGTON NEW ZEALAND
FAX 0064-42331-072

BLACK AND WHITE

Over 15 years experience in the craft of custom black and white film processing and printing

For information, please call or write:
JON SCHAUB PHOTOGRAPHIC SERVICES
P.O. Box 2068 H.M.B.
New Hyde Park, NY 11040

1-800-238-1581

IF YOU COLLECT HARDWARE YOU NEED KEY, LOCK & LANTERN!
Published Quarterly $21.00 A Year
KEY, LOCK AND LANTERN
$3.00 Brings Sample Issue. Send to: KEY, LOCK & LANTERN - Phil Coffey 185 Mallard Dr., Rochester, NY 14622
Membership Application – Write: KEY, LOCK & LANTERN – Sandra Shaw Van Hoorebeke.
3 Berkley Heights Park, Bloomfield, NJ 07003

Looking for older diesels of your favorite Railroad?
I have good quality 35mm Duplicate Slides of diesels, old & new, steam or Trolleys.
Lots of short lines and industrials.
Send $2 for lists & 2 sample slides to:
Charly's Slides
4255 Elk Park Rd.
Lake City, PA 16423

STEAM FANS!
844 or 4449 or BOTH!
SP COAST DAYLIGHT
by Howard Fogg
18" 24" ONLY $15.00
BOTH PRINTS-$30.00 + $3.00 Postage

UP #844-OVERLAND LTD SHERMAN SUMMIT 1950
18" 24" ONLY $25.00
Many Others-52¢LSSAE
Include $3/order shipping
Texas res. please add 8% tax.
TRACKSIDE PRINTS and HOBBIES
Box 690503, Houston, TX 77269-0503

RAILS AROUND GOTHAM by Paul Carleton
320 pages give us an outstanding tour of New York City area railroads by means of hundreds of outstanding photos and factual coverage. Included are the smaller New Jersey roads and the big carriers like PRR and NYC. Presented too are brief looks at the long departed NYO&W and NYW&B. LIRR is seen with all those commuter trains. NYNH&H electrics and M-U's come down the shore line. Government railroading in the form of Conrail, Amtrak, NJ Transit, MTA and Conn-DOT are here too. Hard Cover $39.95
D. CARLETON RAILBOOKS
P.O. Box 1827, Dunnellon, FL 32630

VIDEO
STEAM REVIVAL ON THE NYC, D&H, EL.
COLOR • SOUND • HALF HOUR
• FEATURING NKP 759 AND READING 2102
• PRE-CONRAIL E-L, NYC DBLE-TRACK MAINLINES
• ACTION ALONG HUDSON, DELAWARE RIVERS, LAKE CHAMPLAIN
Send for Illustrated Brochure $29.95 ppd.
Crestline Studios
49 Lynne Road
HOPEWELL JCT, NY 12533

NORTHEASTERN FAVORITES

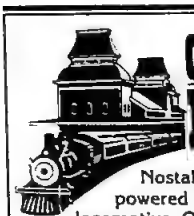
LEHIGH & HUDSON RIVER, VOL II: The East End By Crist & Krause. This companion to volume I features the D&H's eastern trackage, presenting even more of its unique history in words and photos. Steam, diesel, passenger cars, ore cars, cabeese, snow plows, stations, shops, and yards are all covered, and would you believe, Santa Claus, too? 48pp, softcover, 00056.....$8.95

THE FINAL YEARS: NYO&W Railway By John Krause and Ed Crist. The finest compilation of New York, Ontario & Western Railway photos ever assembled. Top rail photographers capture this famous eastern coal carrier's last twenty years of steam and diesel power. 96pp, softcover 00061.....$15.95

LACKAWANNA HERITAGE by John Krause and Ed Crist. A fine collection of photographs spanning 1947 thru 1952. Many great shots of steam and early diesel power throughout the system. 80pp, softcover 00069.....$8.95

$10 minimum VISA/MC/AMEX/OPTIMA Postage & Handling US $2 per book. Outside US $2 per book plus 20% for insured shipping; NJ residents add 7% sales tax. Canadians add 7% G.S.T. Please allow 4-6 weeks for delivery

CARSTENS Book Department,
P.O. Box 700,
Newton, NJ 07860



Conway Scenic RAILROAD

Nostalgic 1-hour 11-mile train ride powered by steam or early diesel locomotive. Open air and enclosed restored coaches. First Class available. Free museum. Gift Shop. Snack Bar. Roundhouse and operating turntable.
Weekends April 18 - May 17.
Daily May 18 - Oct 25.
Weekends Oct 31 - Dec 20.
ANNUAL RAILFAN'S DAY
SEPTEMBER 19, 1992
All day railroad activities for the railfan and family.
SASE for brochure
CONWAY SCENIC RAILROAD, INC.
P.O. Box 1947, North Conway, NH 03860
603-356-5251

STOKE UP

your RAILFAN & RAILROAD collection with these

BACK ISSUES

Ordering Information:
The issues listed here are in limited supply. Those in shortest supply are priced. Indicate your first choices by "blacking-in" boxes / ☆s. To avoid disappointment, please mark "X" in second choice spaces (_). Be sure to include a street address on orders of 10 or more as we ship UPS. Copies postpaid in USA.

NOTE: If you'd prefer to keep this magazine intact copy this ad or send your order in a letter

RAILFAN & RAILROAD	☐(_)3/87	☐(_)7/89
☐(_)8/77	☐(_)10/87	☐(_)8/89
☐(_)10/77	☐(_)11/87	☐(_)9/89
☐(_)11/78	☐(_)12/87	☐(_)11/89
☐(_)11/80	☐(_)1/88	☐(_)12/89
☐(_)3/82	☐(_)2/88	☐(_)3/90
☐(_)5/82	☐(_)3/88	☐(_)4/90
☐(_)11/82	☐(_)4/88	☐(_)5/90
☐(_)3/83	☐(_)5/88	☐(_)6/90
☐(_)11/83	☐(_)7/88	☐(_)7/90
☐(_)3/84	☐(_)8/88	☐(_)8/90
☐(_)11/84	☐(_)9/88	☐(_)9/90
☐(_)9/85	☐(_)10/88	☐(_)10/90
☐(_)11/85	☐(_)11/88	☐(_)11/90
☐(_)1/86	☐(_)12/88	☐(_)12/90
☐(_)3/86	☐(_)1/89	☐(_)1/91
☐(_)5/86	☐(_)2/89	☐(_)2/91
☐(_)9/86	☐(_)3/89	☐(_)3/91
☐(_)11/86	☐(_)4/89	☐(_)4/91
☐(_)1/87	☐(_)5/89	**RAILFAN**
	☐(_)6/89	☐(_)Sum/76

Carstens PUBLICATIONS, INC. Dept 6833

R&R Back Issues
P.O. Box 700
Newton, NJ 07860-0700

Please type or print clearly

Enclosed find $_____. Please send the back issues I have chosen.
Single copies are $2.50 each.
☐ Any 10 issues, $15.00
☐ Any 18 issues, $20.00

Please type or print clearly

Name _____
Street _____
City _____
State _____ **Zip** _____

Postage Outside USA:
Add $3 per 10 issues / $4 per 18 issues.
Foreign single copies: $3.25, postpaid.
N.J. residents add 7% sales tax.
Canadians add 7% G.S.T.

Carolina, was my first assignment after flight school, and suddenly the Southern steam program was close by. I dove into the job of seeing as much of the Southern program as I could, but something was always missing — I wanted to see regular service steam, not fantrips or steam excursion lines. I just missed regular service steam at home and always wondered what it was like.

"A picture in *Trains* of a South African 24 (one of those little Norfolk Southern-like 2-8-4s) crossing the Kaaimans River and the purchase of the book *The Great Steam Trek* led me to South Africa in 1981. That was regular service steam with a bang, doubleheaded 4-8-4s, branch lines and commuter service, all steam. Now I know what it was like! Two trips to China in 1987 gave me another mass infusion of regular service steam. In between, I ranged the country concentrating on shooting steam and short lines whenever I could.

"I left active duty with the Army in 1989 and went to work as an airline pilot. I'm currently flying Brasilias as a captain for Comair, living in Orlando, Florida.

"My photo equipment has evolved over the years, but I currently use two Nikon F3s, a Pentax 6× and 2¼ × 3¼ and 4×5 Graflexes. Sort of have the format question covered. Both black & white negatives and color transparencies are usually shot simultaneously. I have done my own darkroom work for over 25 years. In addition, when possible, I do sound recordings. The more deliberate approach to railfan photography is my shooting style. I would rather have one really spectacular, well lit shot than a dozen grade crossing grabbers. Contributions have appeared in *Trains*, *Locomotive & Railway Preservation*, *The American Shortline Railway Guide* and RAILFAN & RAILROAD.

"I'm a member of the Friends of The East Broad Top, and although I haven't been active in modeling for some time, there are six brass HO scale EBT Mikes, the M-1 and a number of kits waiting for the day the miniature EBT begins construction.

Camera Bag

BY JIM BOYD

Do You Really Want to Trade Places?

GUEST COLUMNIST: ANDREW S. NELSON

Railfans are faced with a persistent problem: The things we like about railroading keep disappearing, whether it be a locomotive, operating pattern, a line or an entire railroad. At times changes come so fast that we have a difficult time keeping pace. And sometimes the desire to give up after something has disappeared is overwhelming — just look at the number of photos taken of steam locomotives during the 1940s and 1950s as opposed to early diesels. I can understand why the Bill Prices and Don Ball Juniors put the camera away once steam disappeared. After all, back in 1958 a blue black and gray GP9 paled in comparison to an EM1 2-8-8-4.

But I have one question to pose in 1992: How many of those blue, black and gray GP9s are still running? (*Don't look at page 44* — J.B.) And herein lies my point: Even though you may not be crazy about the railroads running in your area, you're even crazier if you neglect them by either refusing to photograph them or by continually running off to other climes for more exotic prey.

Now I realize that some parts of the country are starved for variety — Conrail, Guilford, Espee, Union Pacific, CSX, Norfolk Southern or Burlington Northern may be all your area has to offer. But look at it this way, who else but *you* can really do justice to the railroad that runs through your domain?

Not long ago I had a phone conversation with Editor Boyd, and during our talk I was lamenting about the threatened disappearance of my favorite railroad, the Green Bay & Western, into what was becoming my least favorite railroad, the Wisconsin Central. He responded with this: "What do you have to complain about? There are plenty of fans out here (on the East Coast) who wouldn't mind trading places with you, even if the GB&W disappears."

I thought about that for a bit and could only agree with him. I realize that there are plenty of people who would gladly like to have the variety I've got here in Wisconsin and that I'd become a little spoiled (I think we all

RAIL HISTORY PRINTS

GREEN RIVER CHALLENGER by John Bromley
1992 U.P. Christmas Picture 16" x 24" full color print. Standard $20.00. Signed and numbered $30.00. $2.00 shipping. SASE for brochure.
RAIL HISTORY PRINTS
14611 Jefferson St., Omaha, NE 68137

PROFESSIONAL BLACK & WHITE PHOTO LAB SERVICES
Over 40 years experience in commercial photo labs and railroad photography
Price list on request
STAN KISTLER
P.O. Box 977 Grass Valley CA 95945

RAILROAD HERALDS
As Reviewed In September '84 RAILFAN
Colorfully reproduced in polyurethane plastic from handcrafted wood carvings. Over 30 to choose from, large 17"x14" format, includes shipping
ONLY $17.95 EACH
SEND TO Rail Plaque 1022 Wesley Oak Park, IL 60304 FOR FREE BROCHURE

4501
25th Anniversary

The 4501 is renowned for being the locomotive that began the resurgence of steam to mainline rails during the 1960's. We have compiled a video that does justice to this engine and the Southern Railway Steam Program. A 10 minute historical segment with 16mm film by Mike Eagleson traces the early years of the program and the 4501. You'll see 4501 on the Kentucky and Tennessee Railroad, and many of the other Southern steamers such as 630, 722, 750, and Texas & Pacific 610.

The remaining 50 minutes contains great action of 4501 in 1991, her 25th year of excursion duty. We see a short freight from Salisbury, N. C. to Asheville, and later ride the cab to Knoxville. Then watch 4501 on the "Rathole" with runs from Cincinnati, and Oneida. TN. to Chattanooga.

In Chattanooga enjoy 2-8-0 #610 by visiting the Tennessee Valley Railroad Museum (4501's home also).

The tape is completed by covering the 25th Anniv. weekend in Chattanooga. 4501, 611, and 1218 were tripleheaded on the final day with 4501 leading the train.

Order your tape today!

60 Minutes $29.95

Additional Popular Steam Titles

Norfolk Southern Steam Collection (shot over 3-year period)

Norfolk Southern Steam - Vol. 1: 611 and 1218 only on N&W rails, side-by-side also. 60 Min.$39.95

Norfolk Southern Steam - Vol. 2: NKP 587/611doubleheader, tripleheader with 1218. 60 Min.$39.95

Norfolk Southern Steam Freights: 611 freight, 2 freights with 1218, also 152 and 587.45 Min.$39.95

Special Set price for above 3 Norfolk Southern Tapes. (Save nearly $30.00) $89.95

Steam In St. Louis: 1990 NRHS Conven. Frisco 1522, UP 844, SSW 819, & N&W 1218 90 Min.$29.95

Steam In Huntington: 1991 PM 1225 & NKP 765 Side-by-side, plus N&W 1218 90 Min.$29.95

Steam Rotary: C&TS Steam Rotary plows 4% Cumbres Pass,Colorado in 1991, Superb 90 Min.$39.95

Garratts of Zimbabwe: African articulateds at work, cab ride, wildlife, shops, & action. 60 Min.$29.95

Preview Tape: Our action-packed Preview tape samples over 36 of our titles. 45 Min.$20.00

Satisfaction Guaranteed!

Tapes in Color, with live audio, and narration. Available in VHS or Beta for North America and Japan. Available in PAL for other countries. Visa and Mastercard accepted. Shipping: Add $3.00 for **total U.S. order.** Canadians: $3.00 for first tape, $1.50 each additional. Europe: $7.00 ea, Pacific areas: $8.50 each. Ohio Res. add 6% sales tax.

Greg Scholl
Video Productions
P.O. Box 123, Steam Department
Batavia, Ohio 45103
Phone 513-732-0660 Fax 513-732-0666

Train Watching Capital of Ohio
CSX NS CONRAIL
MARION

- Action at this double diamond "Hot Spot", complete with manned interlocking tower and restored Union Station, was videotaped in February of 1992.
- CSX, Norfolk-Southern and Conrail all intersect here creating a train watcher's paradise.
- Coal, grain, intermodal, trailer, mail , manifest, military and of course, local train traffic are all represented on this video.
- The video portion of this tape was shot on **Betacam SP** and the sound segment was recorded on our new **Crown/Marantz** stereo audio system.
- Editing was performed by Green Frog Productions.

This video is full color with stereo sound and narration and is one hour in length.
Price $33.45 plus $2.50 shipping.
NEFF VIDEO PRODUCTIONS
21 E. Hobbie Ave. • Fairborn, OH 45324
(513) 878-7173
NEFF
$2.50 shipping per tape. Order 2 or more and we pay shipping. Ohio residents add 6% sales tax.
WE STOCK OVER 215 RAILROAD VIDEO TITLES BY MANY OUTSTANDING PRODUCERS. SEND LSSAE FOR LISTING

are to a certain point). But I have since snapped out of it.

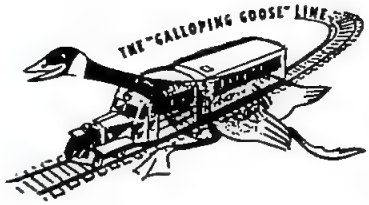
I wonder if we really should want to trade places. At first I'm inclined to say yes, but after some thought I have to say no. Why?

I think my friends sometimes wonder at the enthusiasm and drive I sometimes display when going after something in my own back yard. But I really don't care, because I've come to realize that I'm lucky to live where I do — and that should apply to nearly everyone; it's all a matter of attitude. You may live in Pennsylvania and be sick and tired of Conrail and Horseshoe Curve, but there is only one Horseshoe Curve, and you have the opportunity to cover its surrounding area for all that it offers. We don't have anything like that in Wisconsin. Of course, I can make a visit to Altoona, but that doesn't present the unlimited opportunities for traffic and weather that living there offers. By the same token, you Keystoners can't cover the GB&W — or even Wisconsin Central — like I can.

The one element you have overwhelmingly in your favor when shooting in your area is control. For instance, around here I know where to go and what to avoid at certain times of the year. When I'm shooting the GB&W in the summer, I stick to areas where it runs generally north-south and save the east-west segments for when the sun is further south in the fall, winter and spring. I also have the liberty of picking my days; if I don't like the weather forecast, I don't waste my time, film and gas in cloudy weather — when you're hundreds of miles away and the expense account is running, you shoot what you can get regardless of the weather and often come home less than satisfied. Steinheimer didn't get all of his shots of Donner Pass on one trip; it helps to live in Sacramento!

Nope, I don't think I'll be whining to Boyd about the railroads around here. Sakes alive, when I think about it I can shoot an Alco RS27, Baldwin S12, EMD SD24 and SDL39 all within a few hours and 60 miles of one another. So the next time you think about complaining about your area, take another look around. Find out what you've missed or could do better — and go out and do it.

That's some good advice. I think we all suffer from "hometown burn-out" from time to time. Back in the 1960s, it took me traveling three years on the road before I returned to do a proper job of photographing the really fascinating railroading in my hometown of Dixon, Illinois, with its joint IC and C&NW street-running branch, picturesque depots and big Rock River trestle. Much more recently, it took the threat of takeover by Norfolk Southern and an eternal pit of black paint hell to bring me to appreciate Conrail, which I now regard as one of America's sharpest-looking and most interestingly diverse railroads. There are still a lot of spots around here I haven't hit and a few at which I've been royally screwed while attempting (the "Sandy Burton overlook" of the Mill Rift bridge over the Delaware River at Port Jervis in fall color, for example, and every autumn I'll keep going back until I get OIBU on that damned bridge in sunshine). There are numerous Conrail local and switch jobs that venture into unusual settings that should provide plenty of creative fodder. Back in the early 1970s I really nailed the hometown Lehigh & Hudson

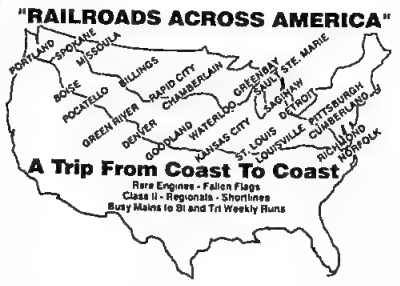


Back by Popular Demand
Galloping Geese on the Rio Grande Southern
Tin Feathers and Gasoline Fumes **by Stanley Rhine**

Originally part of our now long out-of-print Annual No. 9, this later was expanded to a softbound 64 page book with additional photographs and a color cover. It has the full history of the unique RGS narrow gauge motor cars. A new printing of this popular title is now available at the original price. **$9.95**

Income from book sales goes toward rail preservation
Send $1.00 (refundable) for the Colorado Railroad Museum 1992 Catalog
(over 700 Railroad Books & Videos)
Colorado Railroad Museum
Dept. R, PO Box 10
Golden, CO 80402-0010
or call 1-800-365-6263 for FAST SERVICE on credit card orders!

"RAILROADS ACROSS AMERICA"



Feel the icy chill of wind, snow and frigid temperatures as we cross the Midwest to the Pacific.

VOLUME I
VIRGINIA-From the Eastern Shore to the Blue Ridge Mountains featuring Eastern Shore, NS, CSX, Amtrak, RF&P, Winchester & Western and MARC. 102 mins.

VOLUME II
MARYLAND TO IOWA-Via the Upper Peninsula of Michigan featuring CSX, CR, Central Michigan, WC, E&LS, GP&W, Fox River Valley, SOO, WICT, Chicago Central and others. 112 mins.

VOLUME III
IOWA TO OREGON and RETURN TO VIRGINIA-Featuring Iowa Northern, DM&E,Dakota, Southern, BN, Montana Rail Link, UP, Port of Tillamook Bay, SP, Kyle, ATSF, Gateway Western, KCS and others. 113 mins.

1 Volume $39.95, Any 2 Volumes$74.95
Get All 3 Volumes For Only $104.95

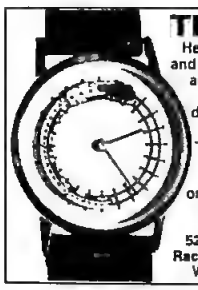
Plus $3.00 shipping 1st tape-$1.00 each additional tape. VA residents add 4.5% sales tax.
Allow 4 to 6 weeks for delivery
Send Check or Money Order To:

SHARPE PRODUCTIONS
ROUTE 1, BOX 89, WAVERLY, VA 23890
1-800-397-3543

River but was just beginning to explore the CNJ, Lehigh Valley and Reading when they disappeared. Now I have to put that same effort into Conrail and the likes of the Susquehanna and Reading & Northern.

Back when he lived in Coeur d'Alene, Idaho, Bruce Kelly tended to specialize on a few favorite lines of the BN and UP, as well as the nearby St. Maries River Railroad. I was a little surprised to learn that he'd never hit the British Columbia Railway or done Fraser Canyon, which were only a day's drive away, and it took nearly four years of living in Idaho before he finally ventured into CP's Crowsnest coal country which lay just north of the border. Bruce credits his close-to-home attitude for the hundreds of photos he recorded on BN's spectacular ex-SP&S line between Spokane and Pasco during that route's final months of operation. When he moved to New Jersey, Bruce explored such things as CSX on Sand Patch Grade, Conrail over the Berkshires and NJ Transit's commuter m.u.s and then, as he'd done in Idaho, began to focus on a hometown favorite: the Susquehanna. Always an early riser, Bruce usually has his scanner going at breakfast and will often be out there nailing exotic power on stack trains on Sparta Mountain (a mere 15-minute drive from Newton) while I'm still pounding the pillow. I may have had the L&HR, but Bruce now has the Susquehanna.

Sometimes you have to get away from home to appreciate what you have in your own back yard. Sometimes, all you have to do is just think about it — J.B.



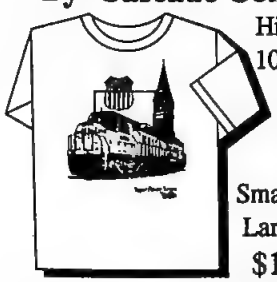
TRAIN WATCH

Here's a watch that's fun to wear and very accurate. The train chugs around track once each minute! Quartz movement with 1¼" diameter gold-tone case, with a 9" leather strap. Order today. $29.95 plus $3.95 shipping & handling. Money back guarantee. Free catalog with order. Or send $1.00 for catalog.

Medved's

5233 Six Mile Road, Dept. 108
Racine, WI 53402 - (414) 681-2469
WI residents add 5% sales tax.

Railroad T-Shirts By Cascade Concepts!



High quality 100% cotton Oneida T-shirts. Sizes: Small, Medium, Large, X-Large $13.99 each

19 designs in full accurate colors.

We also carry:

- Mugs & Hats
- Belt Buckles
- Cloisonne Pins
- And Much More!

Write for your Free catalog:

Hobbyland
Department RR
343 Lincolnway West
South Bend, IN 46601

"REBIRTH OF A LOCOMOTIVE"

The Durango & Silverton Narrow Gauge Railroad

See Engine No. 482, a class K-36 Mikado, transformed from a dead, derelict locomotive into a live steam operating iron horse.

Get this professional quality video for only $29.95 (plus shipping & handling).

Narrated by C.W. McCall, "REBIRTH OF A LOCOMOTIVE" depicts in 24 minutes every detail of the rebuilding of 482. Great attention is given to the technical aspects of the machine shop operations of the D&SNG. By purchasing this meticulously filmed and edited video you will "own a little history" of the return to service of 482 on the legendary "Silverton Train".

To order the above video and for national dealer inquiries, please contact:
NARROW GAUGE MEMENTOS
DEPT. 482 . P.O. DRAWER J . DURANGO, COLORADO 81302 or call (303) 385-7947

Video Highlights of:

FOUR DAYS OF STEAM IN DIXIE

Four Locomotives on Four Railroads in Four Days!

Ride along with R&R Editor Jim Boyd on the steam journey described on pages 69 - 73 of this issue.

Ride a chartered photo freight on the Tennessee Valley Museum with the *loud* 2-8-0 610, followed by a passenger charter around Atlanta with the New Georgia Railroad's A&WP 4-6-2 290. Then get two days of ferry moves with Southern 2-8-2 4501 and Norfolk & Western Class J 4-8-4 611. See the photos on page 73.

ADDED BONUS - Vintage film footage of West Point Route and Georgia Road steam and early diesels in action! 40 minutes $24.95 Post Paid

MARK I VIDEO
P.O. BOX 404, NEW MILFORD, NJ 07646 (201)261-8444
CALL TOLL FREE FOR ORDERS ONLY 1-800-66-MARK1

TWO NEW BOOKS ON CANADIAN RAILWAYS

The Railways of Toronto, The First Hundred Years

by John Riddell is a collection of 32 high quality black and white photographs depicting a wide variety of trains and stations in the Toronto area from the beginning of railways in the 1850s through to the 1960s. The emphasis is on steam power but includes early diesels. There is also a roster of the many stations which have operated in Toronto. 34 pages, $10.00

Canadian National in the West (Volume Five)

by Ray Matthews is the latest in a series of highly praised works offering glimpses of steam and diesels at work in the area west of Winnipeg. Written by a railroader who loves steam and accepts the modern locomotive, this work is a must for CN fans. 26 pages, $8.00

Special offer: Both books for only $17.00 including postage.

Canadian customers, please include 7% GST

All our books are more than just photo albums. They include lengthy captions providing carefully researched, accurate and detailed information about the scenes included. See for yourself why our books have won a devoted following across North America.

B.R.M.N.A.
5124 33 Street N.W.
Calgary, Alberta, Canada T2L 1V4

Send SAE for more information on our 45 available books and our subscription offer.

A Subscription to **R&R** Makes A Great Gift.

NATIONAL GEOGRAPHIC VIDEO

Love those Trains! Award-winning photography. Experience the romance, majesty and adventure of trains past and present. VHS, Color, 60 min.
$29.98
plus $4.00 postage.

Simmons-Boardman Books, Inc.
1809 Capitol Ave. • Omaha, Nebraska 68102
1-800-228-9670

The Eleventh Annual R&LHS Railroad History Awards

by William L. Withuhn
CHAIRMAN, R&LHS AWARDS PANEL

The winners of the eleventh annual Railroad History Awards were announced on Sunday morning, May 3, 1992, at the annual convention of the Railway & Locomotive Historical Society, hosted by the Southeast Chapter and held in Jacksonville, Florida, at the Marina Hotel. Awards were presented in the categories of *Senior Achievement*, *Photography*, *Book* and *Article*.

The *Senior Achievement Award*

The Gerald M. Best *Senior Achievement Award* honors significant contribution of long standing to the writing, preservation, and/or interpretation of North America's railroading history. The Awards Panel voted to grant one Award in this category this year, to Herbert H. Harwood, Jr.

Historian, author, photographer, railroad company executive, railroad market and cost analyst, industrial archeologist, assistant journal editor, historical society director, even railroad museum interim director — all these things have been part of Herb Harwood's remarkable career.

After a BA in history from Princeton and an MBA from Columbia, Herb went to work for the Chesapeake & Ohio Railway in Cleveland in 1955. In a career that eventually spanned 31 years, he designed traffic and cost studies, designed and managed one of the first real market surveys in the railroad industry, designed training systems, designed and supervised management improvement programs, supervised major planning studies, developed and implemented personnel and organizational policies, and eventually rose to the position of Director-Commercial Administration for the Chessie System Railroads, with a departmental staff of 550 and a $65 million annual budget.

Somehow, in this same time, he authored six books, published several hundred photographs and wrote at least 15 significant articles on railroad history, industrial history and transportation management.

His superb photographs have been used in dozens of books and in every important railroad-oriented periodical. His own well-crafted books demonstrate a love of history, combined with an insight bred of first-hand knowledge of railroading. First came *Rails to the Blue Ridge*, about the Washington & Old Dominion, in 1963. Then *Blue Ridge Trolley* in 1970; *Chesapeake & Ohio Lightweight Passenger Cars* in 1973; *Philadelphia's Victorian Suburban Stations* in 1975; the widely applauded *Impossible Challenge: the Baltimore & Ohio Railroad in Maryland*, in 1979, and *Baltimore and its Streetcars* in 1984. And still he writes: his wonderful *Royal Blue Line*, his seventh book, came out to enthusiastic reviews in 1990.

In truth, Herb Harwood has had two distinguished careers — one as a railroad manager, and one as an historian. He has made an indelible mark in both. We honor him today for his historian's career, but who can say how one of those careers affected the other? We are the lucky ones, who can delight in the unique combination that is Herb's rich legacy.

The *Photography Award*

The Fred A. and Jane R. Stindt *Photography Award* recognizes outstanding contribution to the photographic interpretation of North America's railroading history. The Award may be given for a single photographic project or publication, or for a significant body of work over a long period. The Awards Panel voted this year to honor Richard J. Cook for a photographic career spanning half a century.

Dick Cook is one of the standard bearers in the craft of railroad photography. Many of us know him as the long-time associate editor and chief photographer for the *Journal* of the Brotherhood of Locomotive Engineers. More know him from his byline under countless photographs in magazines, in his own five books and in several score books by others.

Dick remembers receiving a box Brownie camera for Christmas in 1936. The first snapshot he took was of his mother and father — and the second was of a New York Central train speeding by on the main line a few miles from his Cleveland home. Then, as an enterprising paperboy, he won a trip to the New York World's Fair of 1940, and from his route he also saved enough money to buy a better camera with which to photograph the Fair — and the wondrous exhibits at the American Railroads Pavilion. The die was, as they say, cast.

Formal training and experience in photography followed, first as an apprentice to a commercial photographer and later as managing editor of a photographic trade magazine in Michigan. In between, Dick worked for several years as a towerman and operator on the New York Central and earned a degree at Hiram College. In 1968, Dick hired on with the Brotherhood of Locomotive Engineers at its Cleveland international headquarters.

By his photographs you know him — artistically composed, technically flawless. His train scenes are truly landscapes; his shots of locomotive engineers and train crewmen at work are lively portraits. You know him by his books — such pictorial standards as *Rails Across the Midlands*, *Super-Power*

The finest in gifts for the railroad enthusiast
RAILROAD GIFTS
Schrader Enterprises, Inc.
230 South Abbe Rd. Dept. RR
Fairview, Michigan 48621
Send $1.00 FOR CATALOG

A Guide to TRACTION VIDEOS
Do you know how many there are? Over 400 videos described, reviewed. Detailed global systems index. **$7 from:**
L. Veysey, 1403 Front St., Apt 401, Lahaina, HI 96761

Steam Locomotives, *Famous Steam Locomotives* (published by the BLE) and others. And not only trains and enginemen — Dick's scenic and industrial photography has hung in museums and galleries.

Perhaps today's preceding Railroad History Award winner and old Cleveland friend, Herb Harwood, said it best about Dick, several years ago:

"His pictures were more than just scenes. They said something about the photographer, too. There is little doubt that most of the leading present-day railroad photographers owe a lot, directly or indirectly, to Richard Cook's work."

The Railroad History Award for *Photography* was endowed in 1985 by our past-president, Fred Stindt — an accomplished photographer in his own right — and his wife, Jane. Fred died just this year. Fred deeply admired Dick Cook's photography, and so it is with special significance that the Society presents this year's *Photography Award*.

The George W. and Constance M. Hilton *Book Award* is for an outstanding work of lasting value to the interpretation of North America's railroading history, published during the three-year period preceding the Award. Eligible books this year were those published from 1989 through 1991; next year's *Book Award* will be given to a work published from 1990 through 1992.

The *Book Award*

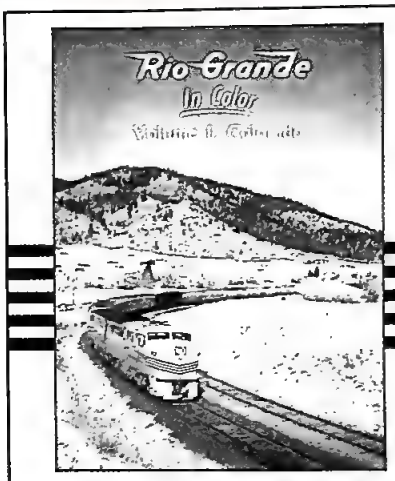
This year's nominees for the *Book Award* were: Ralph Barger, *A Century of Pullman Cars, Vol. 2: The Palace Cars,* Greenberg Press, 1990; Chuck Crouse, *Budd Car: The RDC Story,* Weekend Chief Publications, 1990; Don Duke and Edmund Keilty, *RDC—The Budd Rail Diesel Car,* Golden West Books, 1990; Fred W. Frailey, *Blue Streak Merchandise,* Kalmbach, 1991; John T. Gaertner, *North Bank Road,* Washington State University Press, 1990; Herbert H. Harwood, *The Royal Blue Line,* Greenberg Press, 1990; James I. Holton, *The Reading Railroad: History of a Coal Age Empire,* Garrigues House, 1989; Fred Hyde, *The Milwaukee Road,* HyRail Productions, 1991; Stan Mailer, *Green Bay & Western: the First 111 Years,* Hundman Publishing Co., 1989; Jerry Marlette, *Interstate: A History of Interstate Public Service Rail Operations,* Transportation Trails, 1990; Albro Martin, *Railroads Triumphant: The Growth, Rejection, and Rebirth of a Vital American Force,* Oxford University Press, 1991; Robert C. Post, *Street Railways and the Growth of Los Angeles: Horse-, Cable-, Electric Lines,* Golden West Books, 1989; Mike Schafer, *All Aboard Amtrak, 1971-1991,* Railpace, 1991; Fred A. Stindt, *San Francisco Century of Street Cars,* Privately published, 1990; Allen W. Trelease, *The North Carolina Railroad, 1849-1871, and the Modernization of North Carolina,* University of North Carolina Press, 1990.

The choice of the Awards Panel this year was *The North Carolina Railroad, 1849-1871, and the Modernization of North Carolina*, by Professor Allen Trelease.

Roger Grant, a member of the Awards Panel, was an early reviewer of this book. "Ranks as one of the most important recent works in railroad history," wrote Roger, and his colleagues on the Panel fully concur. This is a splendid book: thoroughly researched, uncovering a great deal of fresh material

LLOYD D. LEWIS

WINNERS OF THE 11TH ANNUAL R&LHS Railroad History Awards presented in Jacksonville, Fla., on May 3, 1992, posing with Awards Committee members Bill Withuhn (left) and Art Lloyd (right), included the *Book Award* winner Professor Allen Trelease (second from left), *Senior Achievement Award* winner Herb Harwood (center) and *Photography Award* winner Richard J. Cook (second from right).



by Ross B. Grenard

Available September 1, 1992 . . . The all-color story of the "Mainline Thru The Rockies" during the last years of standard gauge steam and the years when FT's and PA's were common. Noted historian Ross Grenard guides the reader through scenic Colorado explaining the D&RGW operations and innovations during the '50s and '60s. Order this 128 page hardcover book today at the special pre-publication price of:

$37.50 + $3.50 postage, $5 foreign. Give street address for UPS delivery. NJ res. add $2.63 tax. After 9/1/92 price is $45.

Morning Sun Books, Inc.
11 Sussex Court
Edison, N.J. 08820

BEARCAT
BC-100XLT
100 Channel Digital Programmable Hand-Held Scanner
$159.99
($7.00 shipping)

Our best price ever on a full featured complete package hand-held scanner. Manufactured by Uniden. Features include 11 bands, weather, aircraft, public service, trains, marine, plus more (29-54MHz, 118-174MHz, 406-512MHz), 10 channel banks, 10 priority channels, lighted LCD display, earphone jack, channel lockout, AC/DC operation, scans 15 channels per second, track tuning. Special package deal includes following accessories: AC adapter/charger, rechargeable Ni-Cad battery pack, flexible rubber antenna, carry case. (Optional Cigarette Lighter Adapter Cord #100MPC-$12.99)

— MasterCard, VISA, Money Order, COD Cash —
Most Orders Shipped Same Day By UPS

Scanner World, USA®
10 New Scotland Ave. Albany, N.Y. 12208
518-436-9606

SLIDES ON APPROVAL
– SEE BEFORE YOU BUY –
Large Selection on Most Roads
Diesel - Steam - Electric
Most Priced 30¢ - 60¢ - 80¢
LSSAE for Details:
Wallin's Slide Approvals
Box 1784, Springfield, IL 62705

CUSTOM TRACTION VHS VIDEOS
Choose from over 10 hours of U.S. and World (1938-91) programs
Send SSAE for descriptions and prices
BEN ROHRBECK TRACTION PUB.
1003 N. Chester Rd
West Chester, Pa 19380

COAST LINES DEPOTS
LOS ANGELES DIVISION

by Lee Gustafson & Phil Serpico

New Hardcover Book — 232 pages, over 335 b&w photographs and illustrations including depot drawings and floor plans, 8 color plates and 8 detailed maps.

In addition to the historical text and informative captions, this thoroughly researched reference work contains an in-depth roster listing 499 milepost locations, 736 station names with establishment/abandonment dates and 453 structures, including carbodies. Also listed are agency closure dates and final disposition of structures. As a bonus, there are 20+ photographs of interlocking towers relative to the operations of the Santa Fe Ry. This publication is truly a must for railroad enthusiasts, modelers and historians alike.

Price: $49.95 plus $3 postage and handling. Outside USA buyers add $4 for post/hand. Available in June 1992.

OMNI PUBLICATIONS
P.O. BOX 900566, Dept. RF
Palmdale, CA 93590-0566

Last Days of the TEE

Ontario Northland in Winter

90 minutes

$29.95

Join us as we race across Canada's snow covered north in the dead of winter aboard the luxurious Northlander, formerly the Trans Europe Express. Ride both cabs. Includes history, runbys, train tour, Fs, much more. 90 minutes, color, live sound, narration, VHS HQ, Beta. $29.95. Post and Duty Paid to USA.

— Satisfaction Guaranteed or Money Refunded —

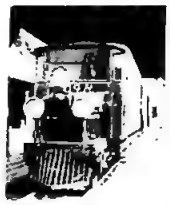
Add $1/tape for charge card orders. Ontario residents add 8% sales tax. Canadian residents add 7% GST.

Cheques payable to:

Video Classics
84 Willow Ave., #37
Toronto, Canada M4E 3K2

(416) 694-6821 (10 am-10 pm)

TWO FOOTER BOOKS



MAINE TWO-FOOT GAUGE RAILROAD BOOKS
THE MAINE HISTORICAL AND TECHNICAL GUIDES
BY PETER S. BARNEY

VOL. 7 - HANDCARS, RAILCARS AND RAILBUSES OF THE SANDY RIVER AND RANGELEY LAKES RAILROAD - 64 pages, 110 photos, 11 drawings by Wesley Ewell $15.95

also available

VOL. 1 - THE KENNEBEC CENTRAL & MONSON Revised and Expanded $14.95

VOL. 2 - THE WISCASSET, WATERVILLE & FARMINGTON RAILWAY- Over 120 photos, 20 car and locomotive plans, track layouts, a brief history of the line and three rosters, one for each railroad which combined into the final WW&F $19.95

VOL. 3 - THE BRIDGTON & SACO RIVER RAILROAD- Over 150 photos, 15 car and locomotive drawings, a brief history of the line, a roster, and a special section by historian Dick Andrews, "A Remembrance of the Bridgton & Harrison" $21.95

VOL. 4 - MAINE TWO-FOOT STRUCTURES, PART 1- STRUCTURES OF THE SANDY RIVER & RANGELEY LAKES AND WISCASSET, WATERVILLE & FARMINGTON. Twenty-two structure plans, eleven from each railroad, including Philips Depot, with photos of many views of each structure. Plans are in HO or S Scales $20.95

VOL. 5 - MAINE TWO-FOOT STRUCTURES, PART 2- STRUCTURES OF THE BRIDGTON & SACO RIVER, KENNEBEC CENTRAL, AND MONSON RAILROADS-Covering structures with photos and drawings $20.95

THE TRAINSHED
PO BOX 365
WAKEFIELD, RI 02880
(401) 789-1429

Shipping Charges: Orders Under $20 please add 10%; Over $20 please add 5%; Foreign Orders please add 10%. RI residents please add 7% TAX. WE ACCEPT VISA, MASTERCARD and DISCOVER.

about a previously little-noted but highly important enterprise in the history of North Carolina and of the South, and lucidly and engagingly written.

Trelease teaches at the University of North Carolina in Greensboro, where he also chairs the history department. He is the author of two previous books on the Reconstruction period in the South. In his handling of the North Carolina Railroad, he proves he is also master of the complex and interacting facets of organizing, building, operating, managing and working for a state-sponsored railroad in the turbulent years before, during and after the Civil War. Running transversely through the North Carolina Piedmont, connecting Goldsboro, Greensboro and Charlotte, the NCRR became the state's largest business enterprise and a key agent in transforming the "Piedmont Crescent." Trelease excels at making clear the direct connections between the railroad's development and the hastening changes which were forever altering life in the state — and in the South.

This is first-rate economic and business history. But it is more. Fine chapters on "The Road and its Equipment," "Trains and Their Operation," "The Men and Their Work" and "Labor and Operations" help make Trelease's story a full one. And chapters on "Passenger Service" before and after the War nicely relate what railroad travel was actually like in those years in the South. Trelease deals equally well with boardroom maneuverings, political context, lives of working people in the road's employ, and the hazards of travel on the steam cars in a special time in our national history. It is rare to find such a well-rounded account, and rarer still to find such good scholarship applied to a railroad in the South. There have been excellent studies of railroads in other sections of the country, and some for the South. But after Trelease, the history of railroads in the South has a new scholarly standard.

Allen Trelease is an excellent historian and story-teller, with a feel for the railroad business. Let's hope we hear more from him.

The *Article Award*

The David P. Morgan *Article Award* is for an outstanding article or paper of lasting significance to the interpretation of North America's railroading history, published during the two years preceding the Award. Eligible articles this year were those published from 1990 through 1991, based on cover dates; next year's Article Award will be given to a paper published from 1991 through 1992.

This year's nominees for the David P. Morgan *Article Award* were: Gregory Ames, "Fire and Frost: The Steam Locomotive in Winter," *Locomotive & Railway Preservation*, January/February 1991; Tom Buckley, "The Eighth Bridge," *The New Yorker*, January 14, 1991; William Burt, "Erie's River Line" (in three parts), *The Diamond* (Erie Lackawanna Historical Society), Vol.5, Nos.1 and 2, Vol.6, No.1, 1990 and 1991; Preston Cook, "The SDP40F: From Varnish to Vanquished" (in two parts), *Railfan & Railroad*, January and February 1991; Fred W. Frailey, "The Great American Freight Train," *Trains*, October 1991; Walter Gray, "Sacramento's Big Party," *Locomotive & Railway Preservation*, September/October 1991; Alonzo L. Hamby, "Vultures at the Death of an Elephant: Harry S. Truman, the Great Train Robbery, and the Transportation Act of 1940," *Railroad History 165*, Autumn 1991; Hans Houshower, "We Built the Best: Industrial Craft and Culture at the Lima Locomotive Works," *Locomotive & Railway Preservation*, March/April 1991; Eugene L. Huddleston, "Uncle Sam's Locomotives," *Trains*, March 1991; Hal Lewis, "Firing the Hoosier Hudsons," *Railfan & Railroad*, July 1991; Steve Schmollinger, "Donner in the 70s," *Passenger Train Journal*, December 1991; Allen W. Trelease, "A Southern Railroad at War: The North Carolina Railroad and the Confederacy," *Railroad History 164*, Spring 1991; David M. Vrooman, "Doing the Right Thing: The B&O Presidency of Daniel Willard," *Railroad History 165*, Autumn 1991.

The winner this year was Hans Houshower's lovely essay and oral history, "We Built the Best," about the people who worked at the great Lima Locomotive Works, published in *Locomotive & Railway Preservation* last spring.

The author introduced his article in this way:

"We often consider only visible artifacts as legacies of the past — for example, the Lima locomotives and blueprints used as models for reconstruction by rail enthusiasts and model railroaders. But an equally significant *human* legacy is preserved in the remembered experiences of Lima workers who crafted the machines within a community of family and friends. ... These memories allow us to glimpse the texture of life in the Lima shops and in the neighborhood that adjoined...."

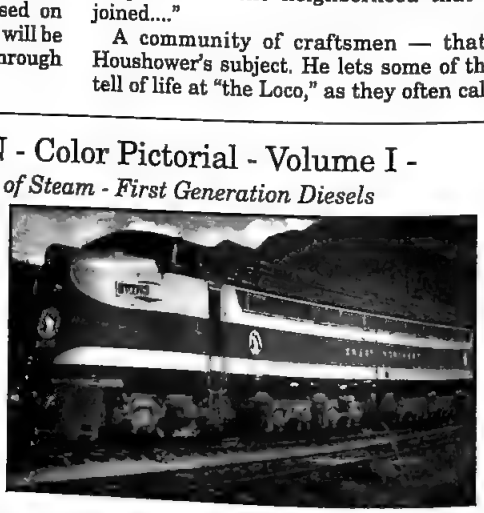
A community of craftsmen — that is Houshower's subject. He lets some of them tell of life at "the Loco," as they often called

- GREAT NORTHERN - Color Pictorial - Volume I -

Featuring: *The Electrics - Last of Steam - First Generation Diesels*

Don't miss this first All Color Pictorial on the predecessor roads of the Burlington Northern.

Complete Diesel & Electric Rosters
Format - 81/2 X 11 Hardbound
$49.95 + $2.50 shipping
Outside USA add $5.00
CA Res. add $3.25 tax
Dealer inquiries invited
Order Now !



FOUR WAYS WEST
PUBLICATIONS - P.O. Box 1734-R - La Mirada, CA 90637

RAILFUN
by
CURT KATZ
YES, MISTER MAYOR, WE'VE FINALLY GOT MOST OF THE FLOOD WATER PUMPED OUT OF THOSE OLD CHICAGO TUNNEL COMPANY FREIGHT SUBWAYS...
CHICAGO "THE CITY THAT WORKS"
...BEFORE IT DID TOO MUCH DAMAGE TO THE CITY.
NOW BE CAREFUL DOWN HERE. THE FLOOD WATERS HAVE WASHED A LOT OF DEBRIS INTO THESE TUNNELS.
141
NYSA

the Works, men like John Adams, boilermaker, and Charles Cunningham, machinist. "We built the best," they say, with the pride of craft honed over lifetimes. Lima was a community of some of the most skilled artisans in forged, cast and sheet steel this country has ever known. It was demanding work. In this so-called "post-industrial" world of ours, we need the glimpses of hard, industrial work that Houshower and his respondents describe. And we need the glimpses of community, neighborhood and workplace — knit together by human bonds — that can only come from patient, insightful work with the people themselves such as Houshower has done.

The impact of this article is magnified by the gorgeously reproduced photographs from the Lima archives of the Allen County Historical Society, and the stunning watercolors of Ted Rose. Some of the photographs inside the Works, now with Allen County, came courtesy of Dick Cook, who saved much of what might have been lost. Other magnificent photos have been collected by the American House, the history and cultural organization now in Lima for which Houshower works. In putting the article together — combining explanatory text, stories and memories, photographs and paintings — *Locomotives & Railway Preservation* magazine deserves special praise.

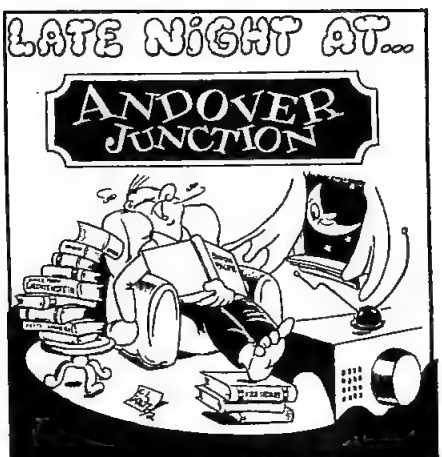
But it is Houshower's skill at bringing out the pride of craft, the pride of community and the pride in loyalty so strong in Lima veterans that is the central contribution here. Soon the human memories will be gone; time is dimming America's industrial legacy, and work like Houshower's is all too rare.

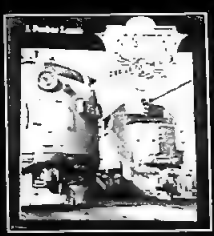
And there is a final note here, perhaps. Those, in the present day, who have struggled with the restoration and operation of old steam locomotives and who have experienced the workmanship first-hand of many locomotive manufacturers, know one thing: Lima engines *were* the best.

Election of the winners in all categories was by secret ballot of the Awards Panel. This year, the Panel members were: George W. Hilton (Professor of Transportation Economics, UCLA); Albro Martin (Oglesby Professor of the American Heritage-Emeritus, Bradley University); John H. White, Jr. (Senior Historian Emeritus, Smithsonian); H. Roger Grant (Editor, *Railroad History* and Professor of History, University of Akron); Arthur L. Lloyd, Jr. (Director, Corporate Communications-West, Amtrak, retired); James A. Boyd (Editor, *Railfan & Railroad*); Don L. Hofsommer (Lexington Group in Transportation History and Professor of History, St. Cloud State University); George H. Drury (Editor-in-Chief, Kalmbach Books); Mark Smith (Editor and publisher, *Locomotive & Railway Preservation*); William L. Withuhn (Curator of Transportation and Chair of the Awards Panel).

The retirement from the Awards Panel of Robert C. Post, publisher of *Railroad History*, and of Herbert H. Harwood should be noted. They each have served for ten years, and we extend sincere thanks for long and faithful service. As for Mr. Harwood — he retired from the Awards Panel, and look what happened.

The Society looks forward to the twelfth annual Railroad History Awards and the further contributions from the authors, photographers, editors and preservationists who make these awards possible.





Katy Diesels to the Gulf
By J. Parker Lamb
The Missouri-Kansas-Texas Railroad in its encore diesel years. Large (10¾" x 12") album-style format; high-gloss softcover, black & white, 108 pp. $39.95 POSTPAID.

A Guide to Chicago's Rapid Transit
By Richard Kunz
A route-by-route trip over the Chicago Transit Authority, with maps, text and photos. Includes brief history. Standard vertical format (8½" x 11"); high-gloss softcover, Color and black & white, 48 pages. $19.95 POSTPAID.

The Steam Era of Lehigh Valley
By Chuck Yungkurth
The Age of Steam (early diesels, too) on the LV. Album format (11½" x 9½"); glossy softcover, B&W, 112 pp. $29.95 POSTPAID

Colorado & Southern
A Personal Memory of the Standard Gauge
By Ross B. Grenard
Steam and early diesel on the C&S. Horiz. format (11" x 8½"); softcover, black & white, 64 pages. $13.95 POSTPAID.

At your dealer, or order direct from:
Andover Junction Publications
P.O. Box 1160
Andover, NJ 07821
New Jersey residents please add 7% sales tax

Another New Video From BERKSHIRE!

Made in cooperation with the Knox & Kane Railroad, this program tells the story of this short line operation and is the "official" videocassette of the line.

Highlights Include: ● In-Cab, On-Train, and Trackside Action ● Crew Preparations and Servicing ● Kinzua Viaduct ● The "New" Tang Shan Built SY-Class, 2-8-2, #1658M - including her VIP Maiden Run ● Baldwin Built ex-Huntington & Broad Top 2-8-0, #38

60 Minutes - $29.95
Plus $3.75 Shipping (Overseas - $7.00
Ohio Residents add 5.75% Sales Tax.

" KNOX & KANE RAILROAD "

Over 40 Other Great Railroad Videos.

BERKSHIRE PRODUCTIONS
P.O. Box 575
BRUNSWICK, OH 44212
1-800-322-7650

QUALITY VIDEOS FROM
HI-IRON RAILROAD VIDEOS

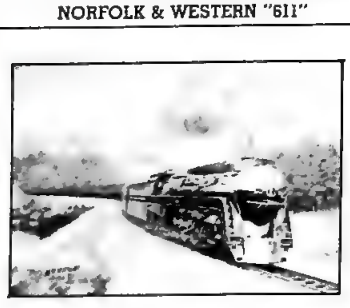
THE TROLLEY TAPE	50 MIN
TROLLEY ACTION IN CT-PA-NY-CO	$39.95
VALLEY R.R. CHINESE 1647	42 MIN
CHINESE BUILT 1647 IN ACTION	$29.95
VALLEY R.R. #40	12 MIN
VALLEY R.R. #40 IN SERVICE	$19.95
STRASBURG 1223 MIXED TRAIN	20 MIN
PRR 1223 PULLS A MIXED TRAIN	$19.95
HI-IRON SAMPLE TAPE	20 MIN
SAMPLE OF HI-IRON TAPES	$10.00
FOUR EAST COAST R.R.	67 MIN
STEAM ACTION IN CT-NJ-PA-GA	$39.95
UNION PACIFIC 3985	17 MIN
UP EXCURSION TO LARAMIE WYO	$19.95
PINE CREEK R.R. OF NJ	30 MIN
STEAM NARROW GAUGE ACTION	$19.95

NY STATE RES ADD 8.25% STATE TAX
ADD $3.00 PER ORDER SHIPPING

HI-IRON RAILROAD VIDEOS
P.O.BOX 155 MASPETH NY 11378

DES PLAINES HOBBIES
PROBABLY THE BEST LITTLE TRAINS' BOOKSTORE IN CHICAGOLAND
OPEN 7 DAYS A WEEK
NEW — USED — BUY — SELL
1468 Lee Street (Rt. 45) · Des Plaines, IL 60018
Phone (708) 297-2118

CONTEMPORARY STEAM
NORFOLK & WESTERN "611"



The newest and most powerful 4-8-4 built in America tip toes through the cudzu. This full colour illustration is one of twelve of the "CONTEMPORARY STEAM" series by Mike Kotowski. Each 8 1/2 x 11 inch print is mounted on a 13 x 16 inch matt board ready for framing. Each is signed and numbered and includes a brief history.

$19.95 ea.

California residents add 8.25% tax
M. F. KOTOWSKI RAILROAD ART
P.O. BOX 400 CAMPBELL, CA 95009
(Please allow 4-5 weeks for delivery)

Transit Currents

Streetcar 23 Restored

Brian Freemantle sends word of a restoration in Nelson, British Columbia, just north of the border from Washington and Idaho. He reports, "The Nelson Electric Tramway Society's Streetcar 23 poked its head out of the Lyle Ward Memorial Carbarn under its own power for the first time on April 3, 1992. At the controls was project manager Bob Clark. Also on hand were the society's founder and past president Mike Culham and board member and volunteer Brian Freemantle. Streetcar 23 is a 1906 Stephenson car built for the Forest City Railway of Cleveland, Ohio, as their 3334, later 934. It was purchased by the Nelson Street Railway in 1925 and operated until the end of service in June 1949. Efforts to rescue and restore the derelict body began in 1981. Rebuilding the car included removing a three-inch concrete floor and replacing the rotted framework on one side of the body. Electrical and running gear had to be acquired and installed, including the trucks, which came from Brussels, Belgium. The official opening of the new system, with about one mile of new track along the Nelson waterfront, is scheduled for July 1, 1992, Canada's 125th anniversary."

Many thanks to Brian Freemantle for the news from Nelson.

Rail in the Twin Cities?

Advocates of rail transit in Minneapolis and St. Paul have been frustrated for a long time. Cheer was brought to them by the recent earmarking of $250 million by the U.S. Congress for a light rail system in Milwaukee. This happened under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) that was signed into law on December 18, 1991, as reauthorization of the highway and mass transit acts. The Regional Transit Board in the Twin Cities looked longingly at the earmarked funds that Congress set aside for Sacramento, San Diego, Honolulu, Chicago, New Orleans, Baltimore, Boston, Detroit, Charlotte, Pittsburgh, Dallas, Salt Lake City and Portland, Oregon. The trick is to get a stable source of local funding support in the Twin Cities area with which to engender congressional support.

As of early 1992, the rail proposals are for a line between downtown Minneapolis and downtown St. Paul that follows along Interstate 94. Another proposed light rapid transit line would be built between downtown Minneapolis into Burnsville in the corridor of Interstate Highway 35W. Earlier plans have called for a much more elaborate system but one that would also have been much more costly. Much hinges on the Minnesota legislature, which must give the transit board the authority necessary to use increased property taxes for the purpose of paying for the light rail lines. Earlier there had been proposals for a one-cent sales tax in the Twin Cities Metro area, but that never passed the General Assembly.

The idea of rail transit in the Twin Cities is not a new one. It all got started back in 1964 when the Minnesota Highway Department conducted a study that contained rail transit recommendations. The work was continued by the Metropolitan Council and by the Metropolitan Transit Commission when they were created in 1967.

The information was supplied by George K. Isaacs, who also corrected me on an earlier piece. The streetcars at the Duluth Museum came from Lisbon, not Oporto. The trackage in Duluth has a 900 millimeter gauge. Meanwhile, there is apparently no truth in the rumor that the Mist County Transit Commission would force the Lake Wobegon Transit Authority to have its terminal point at the statue of the Unknown Norwegian.

Philadelphia Trolley Wreck

About 9:00 on the morning of March 4, on the Southeastern Pennsylvania Transportation Authority in Philadelphia, a Route 13 trolley smashed into the rear of a Route 36 car. The wreck occurred near 22nd and Market streets in the subway surface tunnel under Market Street. This is the same tunnel through which the Market/Frankford subway/elevated operates in this part of the city. The Kawasaki-built cars run on close headways in the area, which is signalled. The Route 36 trolley had stopped for a red signal and was rammed by a Route 13 car leaving the 22nd and Market streets station. A number of people were taken to the hospital, but apparently no one was seriously injured. Thanks very much to William Kerrigan for the news.

Railcars in Los Angeles

In mid-February 1992, the first of the Red Line rapid transit railcars arrived in Los Angeles from the rail test facility in Pueblo, Colorado. It was expected that there would be at least two, if not more, cars in Los Angeles by the end of February.

Part of the fallout from the decision not to buy the Green Line light rail cars from Sumitomo/Nippon Sharyu is that the line may be finished long before there are any

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

in Nelson, British Columbia

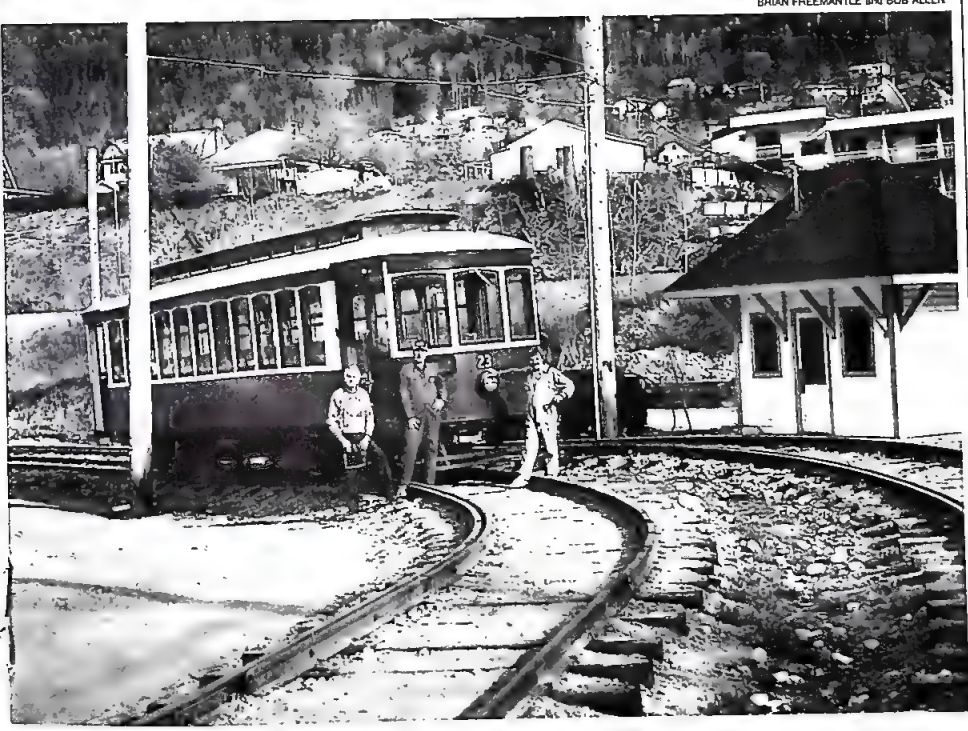
cars ready for it, if the bidding process has to start all over again. The Los Angeles County Transportation Commission directed the Rail Construction Corporation to hold discussions with the city of St. Louis. The idea is to perhaps lease or purchase light rapid transit cars from a contract that is already in place in St. Louis. The St. Louis cars are physically similar to the light rail cars already in operation on the Blue Line light rapid transit between downtown Los Angeles and downtown Long Beach. The St. Louis cars are built for high-level boarding and have no steps for boarding at ground level. The St. Louis system is scheduled to begin operations within the next 18 months or so, and the Bi-State Agency in that city has an option to purchase 15 to 20 additional cars that will not be needed for some time. Los Angeles officials have the idea that the Rail Construction Corporation could fund the St. Louis option for additional cars and have them delivered to Los Angeles to support the beginnings of Green Line start-up. The railcars would then be either sold back to St. Louis or some other equitable arrangement could be made. Meanwhile, the Federal Transit Administration has okayed the environmental impact statement for the entire 17-mile Red Line Metrorail project.

Rail Transit Planning in Seattle

For more than a year now, an extensive planning effort has been going on in the Seattle, Washington, area. It is touted as being the most ambitious transportation plan in the Puget Sound territory since the Interstate Highway System was begun. Public forums and discussions are being held around the area, and what is evolving is an undertaking that would embrace commuter rail and rapid transit as well as improvements to bus and trolleybus service. The planners are talking about a price tag of $9 billion. How to finance the system is, as always, a major question.

At present there are discussions going on concerning the knotty matters of station location, what portions of the rail system should be underground, etc. Assuming that the taxpayers of King, Pierce and Snohomish counties go along with higher taxes to pay for the transit, it is clear that Seattle Metro would not have sufficient funds to put the entire rail system in a subway. A plan that will go before voters in the fall of 1992 would

BRIAN FREEMANTLE and BOB ALLEN



STREETCAR 23 moved under its own power once again in Nelson, British Columbia, on April 3, 1992. The former Nelson Street Railway car was restored by the Nelson Electric Tramway Society. Present during No.23's return to service were the society's Bob Clark, Brian Freemantle and Mike Culham.

Whistler's Western-
The Boston & Albany RR

Our newest video takes you back to the days of Hudsons and Berkshires on the B&A! The Boston section of the "20th Century Limited" in 1936, the 1st run of the "New England States Limited" in 1938 and Wendell Willkie campaign train in 1940 highlight this program. Don't miss the famous A1 "Berks", the hard working Pacifics or the "Mike" helper at Chester. Also included are diesels of the NYC, PC, Conrail and Amtrak. B/W and color, sound maps and narration - 58 minutes.

MasterCard $29.95 VISA
Plus $3.00 for UPS

A&R Productions
PO Box 492, Kensington, CT 06037
24-Hour Phone (203) 828-8312

RAIL EXPO®
A FESTIVAL OF RAILROADING & TRAINS®
Model Railroad, Toy Train, Railroadiana and Transportation Exhibits & Collectibles at CRRNJ Terminal
Liberty State Park, Jersey City, NJ
SUNDAY, OCT. 18,1992 - 9am to 5pm
FOR INFO CALL (201) 823-4983
COMMUNIPAW COMMEMORATIVES
PO BOX 831 PAMRAPO STATION
BAYONNE, NJ 07002-0831

Baltimore Light Rail
NEW VIDEO
Take a ride on North America's newest light rail line.

From Orioles Stadium, through downtown, and over some of the most scenic suburban light rail trackage in the country, you will ride the entire line via cab shots, interiors, trackside, and pacing shots.

As an added bonus you will see highlights of the line's construction from groundbreaking to ribbon cutting, including tracklaying, overhead construction, and testing.

Fast-paced and light-hearted, this video is a very complete look at what light rail is all about. $29.95

Transit Gloria Mundi
(800) 428-7003
PO Box 2284, Dept. B-20, S. Burlington, VT 05407. Visa, MasterCard, check or money order. VHS only, please add $3.00 per order for shipping and handling. MD & VT please add sales tax. Write 36 East 27th Street, Baltimore, MD 21218, for free literature.

Now Back in Print...

LEHIGH & NEW ENGLAND

Out of print for three years, Krause & Crist's Lehigh & New England is now available in a new second printing. An anthracite carrier, the L&NE lugged black diamonds from the Tamaqua area in Eastern Pennsylvania, over the Delaware River into New Jersey for a connection at Maybrook, N.Y. with the New Haven and other roads. The L&NE operated camelbacks until after World War II along with other steam power until all were replaced with Alco diesels by 1949. The book encapsulates the road's turbulent history and close ties with the anthracite fields it tapped. The many photos are a treasure trove for modelers looking for steam and diesel detail, as well as earlier freight and passenger cars.
00081.....$13.95

CARSTENS PUBLICATIONS, INC. Dept. 0892 RF
P.O. Box 700
Newton, New Jersey 07860

Please send me ..... copies of Lehigh & New England.
I enclose $13.95 plus $2. S&H for each copy ordered.
Books can be ordered by check or money order or charge to:

☐ American Express ☐ MasterCard ☐ VISA ☐ Optima EXP. DATE

CARD # _____ SIGNATURE _____

NAME _____ STREET _____

CITY _____ STATE _____ ZIP _____

(N.J. residents add 7% sales tax. Canadians add 7% G.S.T. Foreign orders add $2. per book plus 20% for insured shipping)

probably embrace the following: a 35-40% increase in King County bus service, with a major benefit for the suburban areas; the high-occupancy vehicle lanes on highways and arterials would be quadrupled in mileage; and a 150-mile rail system would be constructed, commencing with a commuter rail line between Auburn and Seattle in 1996.

Debate and discussion is now focusing on which routes the light rail lines might follow. Apparently, a number might be built in the right-of-way of Interstates or other major highways. Thanks to retired Burlington Northern railroader Bob Heyer for the news.

NYC: Fares, Bi-Levels, Safety

By the year 2000, New York City's 469 subway stations and 3600 buses should have a new automatic farecard system in place. The Metropolitan Transportation Authority board approved the installation of the new system in July 1991. This is a system that is familiar to folks in Atlanta, Washington, Toronto and a few other places.

The fare collection system may have been the best recent news for the management of New York's MTA. The subway wreck was not a cheerful happening, and the NYCTA signalling and safety facilities were called into question because of their age. In any event, NYCTA staff has concluded that the subways need about $3 billion for a complete overhaul of the safety systems. The interest in safety is a reflection of concern shown by the public after the subway wreck, in which the motorman was charged with being drunk behind the controls and was subsequently indicted for five counts of murder. The subway wreck gave a big push to random drug testing. Whether or not this testing is effective, the politics of the situation demand that something be done.

Speaking of the wreck, the NYCTA borrowed the skills and experience of Ed Whitney, who is a Metro-North Commuter Railroad master mechanic and wreck master. Whitney and a dedicated crew worked for 48 hours around the clock untangling the wrecked cars in the tunnel under Union Square in New York City.

New bi-level rail commuter cars are now in operation on the Long Island Rail Road. At 5:38 a.m. on August 19, 1991, the new coaches were introduced into revenue service on the LIRR Port Jefferson line. Ten of the cars are now on the line, and if the railroad likes what they see they will buy more.

The new cars are big: they have 186 seats; the standard is 120 in the single-level cars. The cars are also big in another way with a height of 14'-6". They won't fit into the East River tunnel on their way to Penn Station. Additional track and construction work will be needed if the cars are adopted for widespread use. Thanks to Bill Fennelly.

RAILROAD HISTORY? join R&LHS

Since 1921 the Railway & Locomotive Historical Society has led the way in rail *history*. Our members read, research, relive railroad history of all eras; they benefit from two issues of our journal RAILROAD HISTORY yearly (almost 300 pages), newsletter, research aids, annual meeting. Chapters too! Send for folder, or $18 dues to R&LHS, Box 1418B, Westford MA 01886.

As a footnote, Bill sent along a newspaper clipping that shows that legal services are ever aware of their role. A subway accident hotline, which would inform readers of their legal rights, was advertising 24-hour service seven days a week and no fee unless they are successful. Another advertised for Union Square subway accident victims. I have heard that it is not unusual that buses in some accidents in Chicago had as many as 600 passengers on board — at least according to the claims.

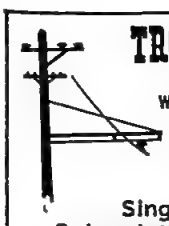
Flashes

San Francisco *Chronicle* reporter Harre W. Demoro sends news that three Japanese and one American firm are placing bids to build 50 to 250 new cars for **BART**. These would serve the new extensions to Dublin, West Pittsburg, Warm Springs and San Francisco International Airport. The bidders are Kawasaki Heavy Industries, Kinki Sharyo and Morrison-Knudsen. The French firm GEC Alsthom, which built the 150 cars delivered since 1988, did not submit a bid. Harre also sent news that two rather woebegone Mission District stations on the BART line will be reconditioned; 16th Street and 14th Street stations, which opened in 1973, will get the refurbishment job.

The board of **NEW JERSEY TRANSIT** Corporation voted to start work on the $61-million commuter rail project that will provide direct access to Penn Station in Manhattan for riders on the Morris & Essex lines. The $61-million project has had a long gestation period, and has been under discussion for the best part of the last decade. About 6000 daily riders on the Morris and Essex line are expected to use the service. Thanks to Jon Goodman for the information.

From **NEW YORK CITY** comes news that trolleys might return to Manhattan by the end of this century. The Department of Transportation revealed the news on January 8, 1992. What they hope is that a private firm will undertake the $50-million project and construct a trolley line from the United Nations building on the east side, across 42nd Street to 11th Avenue and then south to the Jacob Javits Convention Center. Thanks to Dave Tocke for the news.

On February 2, 1992, the Institute of Electrical & Electronic Engineers awarded the International Electrical Engineering Milestone to the **RICHMOND UNION PASSENGER RAILWAY**. This was the prototype electric street railway system, according to the IEEE, that revolutionized urban mass transportation around the entire world. February 2, 1888, was the start of the twelve-mile urban rail system that served Richmond. Frank Julian Sprague contracted to build the Richmond line and the success of that venture animated the rapid shift to electric traction throughout the world.



TROLLEY TALK
59 Euclid Avenue
Wyoming, OH 45215
Illustrated bimonthly talks of prototypes & models
Single copy $1.75
Subscription:
6-issues $9.50, (Canada $13.)

SEE THE PACIFIC COAST

NRHS • SAN JOSE • 1992

OFFICIAL VIDEOGRAPHER

1992 NRHS CONVENTION
San Jose, California

Mark I Video is honored to have been chosen as Official Videographer for this historic event. In cooperation with the Central Coast Chapter and participating locomotive crews, ***Operation San Jose*** will include trackside and in-cab sequences ***not available*** to other video producers, plus our famous ChoochCams™!

Full details, including price and running time of ***Operation San Jose: The Official 1992 NRHS Convention Video*** will be available on August 1, 1992. See you in San Jose!

CALL THE CONVENTION VIDEO HOTLINE
1 - 800 - 66 - MARK 1
For Complete Information
About This New Release

MARK I VIDEO
P.O. BOX 404, NEW MILFORD, NJ 07646 (201)261-8444
CALL TOLL FREE FOR ORDERS ONLY 1-800-66-MARK1

the book

The A: N&W's Mercedes of Steam (A2903R), King. Over 150 B&W and 15 color pics. 178pp hard $44.95
Alaska's Wilderness Rails (A1230), Brovald. History and photos of ARR. 102pp soft $9.95
Alliance and Everywhere West (A3600R), Kistler & Hardy. CB&Q's Alliance Division. 164pp soft $28.50
Along the East Broad Top (2491), Heimburger. Vintage photos and history. 248pp hard $39.95
American Steam, Vol. 1 (1253), LeMassena. Action pictorial of photos by Ben F. Cutler. 256pp hard $25.00
Appalachian Crossing (5621); Huddleston. C&O, N&W and Virginian in the mountains. 66pp soft $12.95
Articulated Steam Locomotives of North America Vol.1 (1250), LeMassena. Photos. 416pp hard $55.00
Articulated Steam Locomotives of North America Vol.2 (A1251R), LeMassena. More photos. 256pp hard $55.00
Baja California Railways (5194), Kirchner. SP, SD&AE, T&T in Mexico. 350pp hard $29.95
Baltimore and its Streetcars (1993), Harwood. Pictorial of Baltimore streetcar lines. 98pp soft. $10.95
Beaumont Hill (A5254R), Signor. SP's busy mountain grade out of L.A. 176pp hard $48.95
Before Guilford (A1301), Cook. 160 great color photos of D&H, B&M, MEC. 128pp hard $39.00
Berkshire Days on the Boston & Albany (1990), Smith. B&A steam pictorial. 68pp soft. $6.50
Boston & Maine, Three Colorful Decades (2905), Jones. 300 color photos, maps and more. 208pp hard $79.95
The Broadway Limited (6371), Rosenbaum & Gallo. PRR train's history in color. 96pp soft $18.00
Bridge Line Blues (A2896R), Reiser. D&H pictorial covering 1976-1986. 120pp hard $41.95
Budd Car, the RDC Story (A1275R), Crouse. Illustrated look at the rail diesel car. 226pp hard $49.95
Buffalo Creek & Gauley (5615), Warden. West Virginia short line steam pictorial. 80pp soft $20.00
Building the Independant Subway (A1977R), Kramer. N.Y. subway history. 82pp soft $13.95
Burlington Route the "Q" (A6101R), Great photos from the Midwest. 24pp soft $10.95
Canadian Sunset (A2921R), Hungry Wolf. All-color pictorial on the great CP passenger train. 112pp hard $54.95
Cape Cod Railroads (A8400R), Farson. Rare, in-depth look at New England's unremarked lines. 336pp hard $39.95
Camas Prairie (4007), Riegger. Illustrated history of joint UP/NP Idaho line. 160pp hard $32.50
Cass Scenic Railroad of West Virginia (0908), Kramer. Saga of a logger. 40pp soft $8.95
Central Vermont Railway (C44), Beaudette. Pictorial history of steam-era CV. 112pp soft $13.95
A Century of Southern Pacific Steam (4400), Dunscomb. A monumental pictonal work. 498pp hard $49.95
C&O Power (6658), Staufer. Data and photos of C&O steam and diesels. 350pp hard $40.00
Chesapeake & Ohio Early Diesels (1238), Dixon. First generation diesel pictorial. 64pp soft $13.95
Chesapeake & Ohio Railway (2756), Dorin. Illustrated history of the C&O. 232pp soft $23.95
Chesapeake & Ohio, Superpower to Diesels (C49), Dixon. Steam & diesel pictorial. 130pp soft $15.95
Chessie the Railroad Kitten (5612), Dixon. The many lives of C&O's top cat. 64pp soft $11.95
Chicago & North Western Memories (A1784R), Cook. Diesels during the '70s, all in color. 128pp hard $39.00
Chicago Great Western (C39), Hastings. Iowa in the merger decade. 82pp soft $9.95
Clinchfield Country (1300), King. All-color pictorial of diesel-era CRR. 128pp hard $38.00
Coal Boats to Tidewater (9817), Wakefield. Illustrated history of the D&H Canal. 224pp hard $20.00
Coal, Cinders and Parlor Cars (A5739R), Colo. RR Museum. Colorado passenger trains. 236pp hard $39.95
Colorado & Southern (1237), Grenard. A pictorial of the standard gauge. 68pp soft $12.95
Colorado's Loneliest Railroad (5452), Griswold. Big book on San Luis Southern. 190pp hard $32.50
Colorado Memories of the Narrow Gauge Circle (C59), Krause&Grenard. B&W action pictorial. 130pp soft $15.95
Commuter Trains to Grand Central Terminal (1994), Neiligan. Contemporary and vintage action. 68pp soft $7.95
Conrail, Volume 1 (A6373R), Hartley. The first six years, all in color. 112pp hard $39.95
Conrail, Volume 2 (A6374R), Hartley. 1983-1990 operations in color. 112pp hard $39.95
The Cripple Creek Road (5714), McFarland. Story of the Midland Terminal Railway. 214pp hard $29.95
Crookedest Railroad in the World (2869), Wurm & Graves. Mt. Tamalpias & Muir Woods. 138pp hard $24.95
The Delaware & Hudson (C6), Crist & Krause. Challengers and Northerns on the D&H. 72pp soft $14.00
Diesel Locomotive Rosters (6791), Reich. Traces pre-1970s units for nearly 500 railroads. 182pp soft $19.95
Dinner in the Diner (2913), Hollister. 300 recipes from America's classic trains. 142pp hard $21.95
East Broad Top to Mines and Back (C40), Grenard & Kramer. Superb EBT pictorial. 82pp soft $9.95
Electric Trains to Reading Terminal (A5655R), Coates. Reading Co. in Philadelphia. 112pp soft $17.95
Erie Lackawanna (5603), Pennisi. Pre-Conrail railfan pictorial. 88pp soft, color cover $6.50
Erie Lackawanna East (1998), Zimmermann. EL in Penn., New York, New Jersey. 80pp soft $9.95
Erie Power (A6559R), Staufer. All-time steam, diesel and m.u. history with 850 photos. 448pp hard $55.00
Erie Railroad in Color (A2600), Sweetland. All-color steam and diesel coverage. 128pp hard $45.00
The Erie Railroad Story (A3182), Carleton. B&W photos of Erie motive power. 224pp hard $38.95
Everywhere West Burlington Route (2757), Dorin. The CB&Q up to BN merger. 176pp soft $19.95
Extra South (C53), H. Reid. Second Edition of classic study of Southern railroading. 144pp soft $21.95
Famous Steam Locomotives (5450), Cook. Action and stories of great locos. 96pp soft $12.00
Fiddletown & Copperopolis (2489), Fallberg. Classic Railroad Mag. cartoon series. 144pp soft $9.95
The Final Years NYO&W (C61), Krause & Crist. Reprint of a fine NYO&W pictorial. 98pp soft $14.95
General Electric Advanced Generation (1604), Kerr. Photos, specs on diesels & electrics. 250pp hard $65.00
General Motors' F-Units (A1991R), Mulheam & Talbl. B&W pictorial of Fs in action. 80pp soft $11.95
Grand Trunk Heritage (C66), Hastings. Enlarged Edition of New England GT pictorial. 66pp soft $11.95
The Great Northern Railway, a History (3000), Hidy, Scott & Hoffsommer. 384pp hard $49.95
Green Bay & Western (A2778R), Mailer. The all-encom-passing GB&W book. 350pp hard $47.95
Growing Up with Trains-II (2871), Steinheimer & Benson. Northern California Railfanning. 112pp soft $12.50
Guilford-Five Years of Change (A6372R), Hartley. Excellent color pictorial. 112pp soft $30.00
High Green to Marceline (A5899R), McMillan. 350 color photos of Santa Fe's east end. 192pp hard $49.50
Historic Alpine Tunnel (5405), Dow Helmers. Full history and pix of Colorado classic. 208pp soft $14.50
Hoboken's Lackawanna Terminal (1997), Scull. Many rare photos. 96pp soft $12.50
Howard Fogg and the Diesel Image (1251), Scala. Full color of Fogg's diesel art. 178pp hard $39.95
Hudson & Manhattan Railroad Revisited (A3181R), Carleton. 230 photos, 12 maps and more. 128pp hard $29.95
Ida Was a Tramp (7300), Quinby. Steamship and railroad lore intermixed. 278pp hard $12.00
Indiana Railroad—The Magic Interurban (A2924R), Bradley. Highspeed cars and trolley freights. 224pp hard $55.00
Interurban Interlude (C76), Quinby. History of North Jersey Rapid Transit. 92pp hard $13.95
In the Shore Line's Shadow (A1421R), Cornwall. New Haven's Danbury & Norwalk. 132pp soft $19.95
The Jersey Central (5604), Pennisi. Pre-Conrail pictorial of CNJ. 64pp soft $6.00
Jersey Central Diesels (2525), Bernet. More than 400 photos, maps, rosters. 190pp hard $48.00
Jersey Central Lines in Color (A2500R), Brennan. From NYC to Scranton, mostly 1960s scenes. 128pp hard $45.00
Jersey City Westbound (A9000R), Henderson. CNJ in more than 115 color images. 88pp soft $29.95
Katy Diesels to the Gulf (1241), Lamb. Big, beautiful black & white pictorial. 108pp soft $39.95
Katy Southwest (6005), McCall & Schultz. A steam and diesel pictorial. 144pp soft $24.95
Lackawanna Railroad in Color (A2818R), Sweetland. Great all-color pictorial. 128pp hard $45.00
Lackawanna Railroad in Northwest New Jersey (2478), Lowenthal & Greenberg. 244pp hard $39.95
Last of the Red Cars (2917), Walker. From Pacific Electric to today's Metro light rail. 48pp soft $15.95
Lehigh & Hudson River, Vol.2 (C56), Crist. L&HR pictorial, Franklin to Maybrook 48pp soft $8.95
The Lehigh & New England Railroad (2252), Lilly. L&NE steam and diesels in color. 136pp hard $45.00
Lehigh Valley in Color (2516), Yanosey. 222 great photos of this most colorful railroad. 128pp hard $45.00
Lehigh Valley R.R. Passenger Cars (5605), Mickey & Warfel. 64 17" x 11" pp soft $13.95
Light Rail Transit on the West Coast (A1999R), Demoro & Harder. Contemporary pictorial 96pp soft $13.95
Lightning Stripes (A2517R), Sweetland. An all-color New York Central pictorial. 128pp hard $45.00
Locomotive Coaling Stations (A5620), F-M. Photos and superb drawings of coal structures. 32pp soft $6.95
Locomotives of the Duluth, Missabe & Iron Range (4004), King. DM&IR steam & diesel, 320pp hard $39.50
Logging Railroads of South Carolina (2493), Fetters. Over 200 roads covered. 246pp hard $42.95
Long Island Electric Heritage (C50), Ziel & Krause. Heavy electrics and m.u.s on LIRR. 68pp soft $7.95
Long Island Rail Road Memories (1988), Harrison. Autobiography of engineer. 68pp soft $6.95
Lords of the Lines (7500), Cruise & Griffiths. Six men who shaped CPR. 486pp hard $29.95
The Los Angeles & Salt Lake Railroad Company (5253), Signor. UP in the desert Southwest. 256pp hard $54.95
Louisville & Nashville in the Appalachians (A1302R), Flanary. 180 great color photos. 128pp hard $42.00
Main Lines and Mine Runs (C12), Dixon. C&O steam and diesels in W.Va. 72pp soft $14.95
Mallets on the Mendocino Coast (2907), Wurm. Reprint on California's Caspar Lumber Company. 136pp soft $21.95
Many Faces of the Pennsy K-4 (1831), Pennypacker & Staufer. PRR's famous 4-6-2. 178pp soft $21.95
Memories of Reading Company Power (A3183), Carleton. Steam, diesels, m.u.'s in photos. 144pp hard $28.95
The Mighty 800s (1217), Kratville. Story of the UP 4-8-4s. 144pp hard $28.50
Morristown & Erie Ry. (5609), Pennisi. Pictorial study of modern M&E. 48pp soft $8.95
Mount Lowe, Railroad in the Clouds (5234), Selms. L.A.'s great incline. 234pp hard $37.95
Mountain Mainlines of the West (5737), Hill. Great black & white pictorial. 64pp soft $12.95
New England Rail Album (A2919R), Phelps. Glory days on MEC, CV, CP and more. 48pp soft $9.95
New England Rails 1948-1968 (2515), Sweetland. B&M, MEC, CV, CPR and more in color. 128pp hard $45.00
The New Haven Division Murray Hill to Cedar Hill (1201), Sherry. 96pp soft $15.95
New Haven Power 1838-1968 (6662), Swanberg. The definitive story of NH locos. 606pp hard $65.00
New York Central's *Mercury* (5651), Cook. NYC's great streamliner; photos and drawings. 64pp soft $12.95
Norfolk & Western 1st Generation Diesels (2522), Withers & Bowers. Over 450 photos. 256pp hard $45.00
Norfolk & Western 2nd Generation Diesels (2523), Withers & Bowers. Photos, rosters, etc. 256pp hard $45.00
N&W Passenger Service (A5624R), Warden. Photo history, color section. 80pp soft $13.95
Norfolk & Western Steam (1986), Rosenberg & Archer. Data of last 25 years of N&W steam. 94pp soft. $9.95
Old Dominion Steam (5610), Dixon. C&O steam pictorial. 64pp soft $12.95
Overhead and Underground (1240), Kunz. Illustrated guide to Chicago's rapid transit. 48pp soft $19.95
The Overland Route (C60), Grenard & Krause. UP steam and early diesel, reprint. 82pp soft $12.95
Passenger Train Annual No.4 (7101), McKinney & Keefe. American passenger moves of 1977-78. 80pp soft $9.95
Penn Central (5608), Pennisi. "The Northeast Railroad Scene, Vol.6" pictorial. 74pp soft $9.95
Penn Central Power (2510), Yanosey. Pictorial roster of PC. 250pp hard $45.00
Pennsy Diesel Years (2513), Yanosey. All-color action pictorial. 162pp hard $45.00
Pennsy Diesel Years II (A2514), Yanosey. More than 275 terrific color photos. 160pp hard $45.00
Pennsy Diesel Years III (A2512R), Yanosey. 200 great color photos. 128pp hard $45.00
Pennsy Power (6652), Staufer. PRR steam & electrics data and pix. Color calendars. 236pp hard $40.00
Pennsy Power II (6653), Staufer. PRR diesel, electrics and some steam. 350pp hard $40.00

depot

You can now charge books on your credit card!
You can charge your books on MasterCard, VISA, American Express or Optima!

Pennsy Q Class (1833), Harley Photos, rosters and drawings of PRR 4-4-6-4s. 88pp soft $17.95
Pennsy Steam A to T (A3185), Carleton Illustrated rundown of PRR loco models 208pp hard $36.95
Pennsy Steam: A Second Look (A3184), Carleton. Illustrated history of PRR steam 208pp hard $37.95
Pennsylvania Railroad Heavyweight Passenger Equipment (A1832R). Plans and photos 120pp soft $19.95
PRR Passenger Car Painting & Lettering (1900), Blardone & Tilp. 128pp soft $29.95
The Peoria Way (5910), Olmsted. Toledo, Peoria & Western pictorial from 1960s 130pp hard $29.95
Pere Marquette Power (1511), Million & Dixon. Excellent illustrated steam/diesel roster. 244pp soft $23.95
The Pike's Peak Cog Road (5258), Abbott. World's highest scenic railway. 176pp hard $36.95
Pioneers of Electric Railroading (A2923R). Illustrated history on origins of electrics. 232pp soft $35.00
Pittsburgh & West Virginia Railway (2524), Worley & Poellot. Story of the "High & Dry" line. 368pp hard $48.00
Prune Country Railroading (5732), Holmes. The San Francisco & San Jose R.R. 194pp hard $34.95
The Putnam Division (3550), Gallo & Kramer. The NYC in Westchester County. 80pp soft $14.98
The Railroad Night Scene (1304), Cook & Boyd. All-color pictorial with "how to" explanations. 130pp hard $44.00
Railroad Stations of New England Today (5606), Beauregard. B&M depot pix. 72pp soft $7.95
The Railroad That Lighted Southern California (2909), Johnston. Building the Big Creek dam. 128pp hard ... $28.95
Railroads of Arizona, Vol.3 (2873), Myrick. Copper mines and short lines. 344pp hard $44.95
Railroads of the Yosemite Valley (2908), Johnston. California mountain shortlines. 206pp soft $29.95
Rails Along the Schuylkill (5611), Heathcliff & Traz. Reading steam pictorial. 72pp soft $12.95
Rails Around Gotham (3178), Carleton. Steam-diesel pictorial of N.Y./N.J. railroads. 320pp hard $39.95
Rails Beyond the Rutland (C54), Jordan. Successors to the Rutland Ry. 76pp soft $12.95
Rails in the Shadow of Mt.Shasta (5566), Signor. History of SP Shasta Div. 262pp hard $39.95
Rails 'Neath the Palms (5003), Mann. Pictorial history of Florida's railroads. 220pp hard $29.95
Rails, Sagebrush and Pine (5223), Ferrell. Logging days in Oregon's Sumpter Valley. 128pp hard $25.95
Rails West 1991 (A2918R). Events and action from 1990 in color and black & white photos. 64pp soft $7.95
RDC: The Budd Rail-Diesel-Car (A5255R), Duke & Keilty. Great illustrated history. 295pp hard $57.95
Red Arrow (2888), DeGraw. 100 years of Philadelphia Suburban Transportation traction. 192pp hard $31.95
Red Car Days (A2920R), Raphael Long. Memories of the Pacific Electric. 64pp soft. $14.95
The Remarkable GG1 (1979), Zimmermann. Illustrated story of GG1 electrics. 72pp soft $9.50
Remember the Rock (1234), Hastings. Outstanding black & white photos of CRI&P. 48pp soft $13.95
Richmond, Fredericksburg & Potomac (A1303R), Mellander & Kaplan. Superb; 180 color photos. 128pp hard $42.00
Rio Grande Narrow Gauge (A2486R), Norwood. In depth, illustrated history. 312pp hard $39.95
Rio Grande Narrow Gauge Recollections (2490), Norwood. True tales of the D&RGW. 272pp hard 39.95
Rio Grande Southern Album (A5613R), Ronfor. Exquisite color photos from the 1940s and '50s. 40pp soft $18.00
Route of the Erie Limited (C11), Krause & Dirkes. Erie R.R steam & diesel action. 48pp soft $9.95
Route of the Phoebe Snow (A5656), King. Pictorial history of the DL&W. 184pp soft $24.95
Rocky Mountain Railroad Memories (A5738R), Fulcomer. CB&Q, DRGW, ATSF, UP in B&W. 62pp soft $12.95
Royal Blue Line (A9006R), Harwood. B&O's N.Y.-Philadelphia-Washington route. 200pp hard $40.00
The Santa Fe, Prescott & Phoenix Ry. (5777), Sayre. AT&SF's branch in Arizona. 228pp hard $39.95
Santa Fe Streamliners (1996), Zimmermann. *Super Chief* to Amtrak. 112pp soft $17.95
Santa Fe Trails II (A5917), Olmsted. B&W pictorial of the Chicago-Amarillo line. 120pp hard $35.00
Seaboard Coast Line (C46), Warren & Clark. SCL action in Florida. 116pp soft $15.95
Seaboard Motive Power (A2521R), Calloway & Withers. Illustrated, with rosters. 256pp hard $45.00
Search for Steam (5561), Collias. Steam in the 1950s; Collias at his best. 360pp hard $29.95
Slim Rails Through the Sand (A2898R), Turner. Reprint of classic SP narrow gauge saga. 112pp soft $18.00

NEW ARRIVALS

California Railroads (A5195R), Fickewirth. All-time encyclopedic history 200pp hard $46.95
Compendium of American R.R. Radio Frequencies 11th Ed. (1120), Sturm&Landgraf. Scanner guide. 74pp soft $14.95
Freight Car Pictorial (A6771), Wayner. B&W album of cars old and new. 112pp soft $23.95
Golden Decade of Trains: 1950s in Color (A2505), Malinoski. Classic imagery across North America. 128pp hard .. $45.00
Lehigh Valley in Color Vol.2 (A2503), Yanosey. Terrific action and terminal scenes. 128pp hard $45.00
Middletown: Home of the O&W (A1495). B&W photos, track charts, station plans of rural NY town. 102pp soft $17.00
NYC Color Photography of Ed Nowak Vol.1 (A2506). An official NYC photographer's portfolio. 120pp hard $45.00
Official Locomotive Rosters 1991 Edition (A7000R), Kerr. 734 current rosters. Pocket-size soft $19.95
Pennsy K4's Remembered (0909), Kramer. B&W photos and history on legendary PRR 4-6-2s. 32pp soft $6.95
Pennsy Steam Years Vol.1 (A2501), Sweetland. Color scenes from across the system. 128pp hard $45.00
PRR Color Guide to Freight and Passenger Equipment (A2502), Sweetland & Yanosey. 128pp hard $45.00
Supertrains (A1190R), Vranich. Solutions to America's Transportation Gridlock. 406pp hard $35.00
Subway to the World's Fair (0910), Kramer. NYC transit lines that served the 1939 fair. 32pp soft $7.95
Touring Pittsburgh by Trolley (A1974), Smith. Pictorial review from the early 1960s. 88pp soft $14.95
Wabash in Color (A2504), Sweetland. Color album of a true "fallen flag" railroad. 128pp hard $45.00
Western Maryland in the Diesel Era (A1306), Salamon & Hopkins. All-color, with maps. 128pp hard $44.00

Snowplow (5537), Gerald M. Best. Snowplows and snowsheds on the SP. 120pp hard $24.95
Southern Pacific Dieselization (4005), Garmany. Illus. history of diesels on the SP. 420pp hard $49.50
Southern Pacific into the '90s (A6900), Shine. Photo review of SP/SSW/DRGW diesels. 200pp hard $45.95
Southern Pacific of Mexico (5249), Signor & Kirchner. Illustrated history of SPdeM/FCP. 170pp hard $39.95
Steam Era of Lehigh Valley (A1242R), Yungkurth. Black & white illustrated history. 112pp soft $29.95
Steam Spirit (A6100), Huxtable & Shultz. Color album of NS excursion locos. 32pp soft $6.95
Steam, Steel & Limiteds (1218), Kratville. A passenger train classic back in print. 224pp hard $45.00
Street Railways and the Growth of Los Angeles (A5257R), Post. Early trolleys. 188pp hard ..... $48.95.
***Super Chief:* Train of the Stars (A5256R),** Repp. Saga of ATSF's premier train. 256pp hard $39.95
Tall Tales of the Rails (A5740R), Lonon. Memoirs from the Clinchfield, with photos. 223pp hard 223pp hard $19.95
30 Years Over Donner (2906), Fisher. SP's Big Hill through the eyes of a maintainer. 200pp hard $29.95
Thoroughbreds (6655), Staufer & May. The illustrated history of NYC 4-6-4s. 352pp hard $40.00
Those Magnificent Trains (A2100R), Dillefsen. Color pics and short stories. 88pp soft $14.95
Ticket to Silverton (1239), Crist, Grenard & Krause. Silverton pictorial. 48pp soft $9.95
Tidewater Triangle (2511), Yanosey. Southeastern railroads in the 1960s, all color. 160pp hard $45.00
Timetable Treasury (6792), Wayner. North American schedules and consists. 170pp soft $18.95
A Time of Trains (1477), Plowden. Superb B&W steam era pictorial. 162pp hard $45.00
The Time of the Trolley (5260), Middleton. 100 years of electric transit in America. 240pp hard $42.95
To Seattle by Trolley (A4008R), Wing. Superb photos and history of Seattle's transit years. 160pp soft $39.00
Traction Classics, Volume 1 (5243), Middleton. Illustrated study of interurban cars. 258pp hard $40.95
Traction Classics, Volume 2 (5246), Middleton. Interurban luxury and specialty cars. Hardcover $35.95
Train Freqs (1415), Pro Custom Hobbies. Railroad radio frequency list. Soft $6.95
Trains of America (A2492R), Heimburger. Color coverage of steam and early diesels. 204pp hard $41.95
Trains of the Northeast Corridor (1989), Nelligan & Hartley. NH/PRR/Amtrak. 98pp soft $9.95
Trains of Northern New England (1978), Krause & Bailey. B&M, MEC, CV and Rutland steam. 96pp soft $8.95
Tweetsie Country (A5704R), Ferrell. Illustrated look at East Tennessee & Western North Carolina. 232pp hard ... $32.50
Tweetsie, The Blue Ridge Stemwinder (A5700R), Scheer & Black. More history on ET&WNC. 80pp hard $12.50
26 Miles to Jersey City (5607), Komelski. Pictorial of CNJ depots. 62pp soft $8.95
Twilight on the Narrow Gauge (A1985), Kramer. Rio Grande photos by Krause. 64pp soft $8.50
Two Feet to Tidewater (5776), Jones & Register. Maine's narrow-gauge WW&F. 268pp hard $34.95
Union Pacific 1990 (2526), Cockle & Withers. Illustrated look at today's motive power. 208pp hard $42.50
Union Pacific's West (2916), Sims. 117 B&W and 28 color photos throughout the system. 192pp hard $42.95
The Unique New York & Long Branch (A4500R), Wood. Coverage of CNJ/PRR joint line. 238pp hard $25.98
Valley Division Vignettes (A1600), Krieger. Superb saga of Santa Fe in central Calif. 254pp hard $37.95
Vermont's Granite Railroads (5775), Jones, Maxfield & Glove. More than 300 photos, maps. 276pp hard $34.95
Wabash (2487), Heimburger. Wabash railroad history, equipment and photos. 320pp hard $38.95
West From Omaha (A4009R), Pfeifer. Color images of Western steam and early diesels. 208pp hard $59.50
Wheeling & Lake Erie Railway (5625), Coms. 239 photos of W&LE and predecessors. 80pp soft $14.95
White Pass and Yukon Route (A1231), Cohen. Historical photo coverage. 104pp soft $9.95
***Zephyrs* Thru The Rockies (5771),** Edmonson & Goodheart. Color CZ/RGZ pictorial. 128pp $39.95

CARSTENS Publications, Inc. • P.O. Box 700, Dept. 5828 • Newton, NJ 07860

I've enclosed $_____ in: ☐ check ☐ m.o. ☐ c.c. Send the books indicated below:

TITLE & SERIAL #	QUANTITY	PRICE

CHARGE TO: ☐ American Express ☐ Optima ☐ MasterCard ☐ VISA ___/___/___ EXP. DATE

CARD # _____ SIGNATURE _____

NAME _____ STREET _____

CITY _____ STATE _____ ZIP _____

POSTAGE & HANDLING (U.S. $2. per book; Foreign add 20%)

(N.J. residents add 7% sales tax, Canadians add 7% G.S.T.) ***Please type or print legibly.***

Don't want to cut your magazine? Use a photocopy or letter for your order.

KODACHROME 25 and LUMEDYNE LIGHTING. KERMIT GEARY, JR.

TIOGA CENTRAL hosted its *last* annual Railfan's Day on May 2, culminating with night photos of RS1 62 at Owego, N.Y. A new contract to run the county-owned line has been signed with the Lackawanna Valley Railroad.

KODACHROME. RAIL VISIONS, SCOTT SNELL. LIGHTING: BOB HART, JR.

RAHWAY VALLEY'S LAST RUN took place on April 21 when SW9 120 from sister road NYS&W gathered two empties from the RV's sole remaining customer. The train then sat overnight at the interchange in Cranford, New Jersey, (**left**) to be picked up by Conrail.

KODACHROME: DAVE GOODHEART

EKTACHROME. DWIGHT JONES

KODACHROME. W.T. CLYNES

FRISCO STEAM ran west up Iron Hill east of St. Clair, Missouri, on May 14 when 4-8-2 1522 deadheaded a special BN safety committee train.

MICHIGAN SHORES RAILROAD has repainted its ex-Detroit & Mackinac RS3 1077. It was seen working at Muskegon, Michigan, on April 28 (**left**).

B&O PASSENGER COLORS have been applied to South Branch Valley Railroad's GP9 6604, seen at Moorefield, West Virginia, on May 10 (**below**).

HORSESHOE CURVE On April 25, 1992, came the official re-dedication of famous Horseshoe Curve near Altoona, Pa. Under the banner of the National Park Service, the park is now known as Horseshoe Curve National Historic Landmark. Features of the site include a new visitors center with displays, film presentations, models depicting the history of the equipment that rolled over the curve and a funicular trolley that can take visitors from the center at ground level up the 100 feet to the curve itself. Two cars operate on the inclined railway, and both are painted in PRR's Tuscan red and five-stripe "cat whisker" paint scheme (page 74). The funicular cars were built at the Durango & Silverton's shops in Durango, Colorado.

The weather for the re-dedication was generally rainy, and Conrail traffic that day was unusually heavy — the balancing effect of a derailment at Lewistown to the east the previous day which had closed the busy main line. Pennsylvania Governor Casey was at the dedication to cut the ribbon, as was R&R author Dan Cupper, whose *Horseshoe Heritage* book (see RAILROADIANA) was on sale at the site. The new visitors center is designed to suggest a turn-of-the-century railroad station, and the general improvement of the curve area is most welcome. Even hardcore Pennsy fans seem to approve of the park, and many people would now like to see Conrail crop the trees around the curve to once again open up a vista of the entire curve — something not seen in at least a decade.

An extra treat at the Horseshoe Curve re-dedication was the presence of SD40-2 6373 (page 74), one of two units Conrail has specially painted for the Olympics — the other is SD50 6726. The SD40-2 is assigned to the Altoona, Pa., pusher pool, and the SD50 is in general service and could show up anywhere on the system. Except for minor variations to accommodate the different carbodies, both units are nearly identical — RICHARD BURG.

B&O PASSENGER The B&O passenger livery now adorns an active locomotive, GP9 6604, owned by the South Branch Valley Railroad based in Moorefield, West Virginia, south of Cumberland, Maryland. The unit will be used by the Eagle Cañon Passenger Car Company on its scheduled *Potomac Eagle* excursions over the SBV in 1992. The repaint was done by excursion employees with help from the Affiliation for Baltimore & Ohio System Historical Research. The *Potomac Eagle* is a subsidiary of Eagle Cañon.

The South Branch Valley operates freight on 54 miles of state-owned former-B&O trackage between CSX at Green Spring and Petersburg to the south. The 1992 excursions will operate out of Romney, 17 miles south of Green Spring, and may run in either direction. For more info on specific trips, call 800/CALL-WVA.

The handsome GP9 6604 was built for the B&O in 1955 as number 751, one of seven GP7s and 19 GP9s on the B&O equipped for passenger service. The 6604 was delivered in the passenger scheme, renumbered to 3411 in 1956, later being renumbered again to 6604. In 1965 it was repainted into the solid blue scheme and was one of four units leased to the Jersey Central. Among 6604's last assignments was the 1982 and 1983 *New River Train* excursions before being retired in 1983, after which 6604 and 6600 were purchased by the South Branch Valley. Let's see, a former-B&O passenger Geep pulling passenger trains on a former-B&O branch. Proper!

RAHWAY VALLEY'S LAST RUN On April 21, 1992, the last train rolled over the five-mile Rahway Valley based in Kenilworth (southwest of Newark) in northern New Jersey. Originally built in 1897, the little RV is best remembered for its pair of GE 70-tonners which replaced a motley collection of steam power in the early 1950s. When Delaware Otsego took over in 1986 the line was run with NYS&W power, most often either SW9 120 (ex-C&O) or the restored New York, Ontario & Western NW2 116. The RV was usually "worked" with the former-Staten Island Railway trackage which is also no longer operated — SIRY's last run occurred on March 9, 1992. Sentimental fans followed the RV on its last day to record it for posterity. Interestingly, both Rahway Valley 70-tonners 16 and 17 are still owned by the NYS&W and are for sale — SCOTT SNELL.

FRISCO STEAM During May 1992 Frisco 4-8-2 1552 made a round trip freight run between St. Louis and Springfield, Missouri, for the Burlington Northern to take part in BN's Springfield Safety Committee employee picnic held May 15 and 16. On May 14, the Frisco Mountain departed BN's Lindenwood Yard outside of St. Louis at 5:30 a.m. with three passenger cars and eight 100-ton loaded stone hoppers, and it was allowed track speed. Making two scheduled stops to check machinery and a water stop at Newburg (roughly half way), the 4-8-2 ran like the wind conquering both Iron and Dixon hills and arriving at Springfield on time. The 1522 made a return run on Sunday May 17 with the same train plus a boxcar and a caboose. It departed Springfield at 5:30 a.m. and ran to St. Louis at track speed except for the Newburg water stop. The rainy weather dampened the photographers but not the flawless performance as 1522 put on quite a show on its home track.

The next scheduled outing for 1522 was a May 27, 1992, freight run to Galesburg, Ill., to represent the BN at the annual Galesburg Railroad Days on the May 30-31 weekend. The scheduled return with a freight train was June 1. Also, June 27 and 28 round trips on Norfolk Southern to Glen Carbon, Ill,. each day are being planned. See TIMETABLE for details.

MICHIGAN SHORES This eight-mile switching railroad has repainted its RS3 1077 into a striking red and silver. Based in Muskegon, Mich., roughly 40 miles north west of Grand Rapids, the Michigan Shores Railroad was formed in 1990 as a division of the Mid-Michigan Railroad, a subsidiary of RailTex. The RS3 was built in 1955 as Long Island 1553 and was sold in 1977 to the Detroit & Mackinac, which numbered it 1077 and assigned the unit to Muskegon where it would occasionally see use on Central Michigan trains. Michigan Shores purchased the former-PRR and GTW trackage from the Central Michigan in 1990 and the RS3 from the D&M. These days RS3s in service with their as-built Model 244 prime movers are certainly rare — WILLIAM T. CLYNES.

WHEELING & LAKE ERIE The new regional railroad Wheeling & Lake Erie has apparently settled on a striking new image (page 74). High-hood W&LE GP35 2662 was the first unit to sport the new colors, applied by VMV Manufacturing in Paducah, Kentucky, after a prime-mover rebuild. W&LE GP35 2679 and SD45 1769 were at VMV at roughly the same time, and 2679 is in the new scheme. Reportedly this new livery is the result of a contest among W&LE employees, and this bright appearance will certainly improve the look of Sand Patch this fall.

Begun in 1990, the W&LE operates almost 350 miles of former-N&W, Pittsburgh & West Virginia and original Wheeling & Lake Erie lines connecting Connellsville, Pa., with Cleveland and Bellevue, Ohio, plus 180 miles of trackage rights over CSX to Hagerstown, Maryland. The company operates over 40 locomotives, primarily former Southern and N&W high hood units, and it's only fitting that a W&LE "2-6-6-2" gets the first new paint job.

TIOGA CENTRAL The Tioga County (N.Y.) Industrial Development Agency awarded a contract to operate its 26-mile ex-Lehigh Valley branch line to the Lackawanna Valley Railroad based in Scranton, Pa., effective May 1, 1992. This announcement displaces the popular Tioga Central Railroad Company which operated freight and tourist trains on the line since 1987. The line interchanges with Conrail and the D&H at Owego, N.Y., west of Binghamton on the former-Erie Southern Tier, and TC's roster is entirely Alco: three RS1s, an S2 and a rebuilt former-D&H RS3.

Lackawanna Valley presently operates the Tioga County trackage two days per week, usually Wednesday and Friday, and as needed. Though LVAL is looking to purchase a locomotive for this line, they are presently leasing Tioga Central power. Also, Tioga Central will continue to run dinner trains and occasional excursions. As a farewell to the TC, the Southern Tier Division RRE hosted a Railfan Day on May 2 which included an excursion and night photos with the Alco fleet painted in TC's Lehigh Valley-inspired Cornell red and black. Tioga Central is looking for a new permanent home on other available branch lines in New York State.

D&H GP38-2 7303 In March 1992, CP Rail's Ogden Shops in Calgary, Alberta, released newly overhauled Delaware & Hudson GP38-2 7303 (ex-D&H 223) in the classic D&H "lightning stripe" paint scheme (page 74). A significant change (hopefully to be recti-

fied) was the use of yellow lettering rather than blue; the yellow is quite difficult to read against the light gray hood. Wreck-damaged D&H GP38-2 227 is now stored at the Ogden Shops as a parts supply since more D&H GP38-2s are scheduled to receive mechanical work and lightning stripe paint.

In 1990, the lightning stripe scheme (with proper blue lettering) had been applied to seven other D&H units as part of their remanufacturing at Morrison-Knudsen's plant in Mountaintop, Pennsylvania. Of those, four were GP39-2s financed by CSX; they were returned to CSX after CP purchased the D&H. The other three M-K lightning stripe units were GP38-2s 7307, 7309 and 7312, which remain on the D&H roster.

TACOMA MUNICIPAL BELT LINE In mid-April 1992, National Railway Equipment's shop in Silvis, Illinois, released a pair of GP7s completely refurbished and painted for new owner, the Tacoma (Washington) Public Utility. They were transported west over UP rails. With the words BELT LINE on their long hoods, GP7s 2000 and 2001 (page 4) will operate on TPU's Tacoma Municipal Belt Line, working the city's harbor district where the BN and UP lines out of Seattle converge, and where, up until recently, Chehalis Western delivered logs by the trainload (see this issue's cover feature). Both Geeps will join the Belt Line's existing roster of an SW7, four SW9s, an SW1200 and an SW1500. The GP7s are ex-Seaboard Coast Line units that were taken out of service in 1989 and later sold to rebuilder NRE.

METRA F40PHM-2s The end has finally come for Burlington Northern's fleet of E8s and E9s which have long served in commuter service between Chicago and Aurora. Metra's new F40PHM-2s have been arriving since October 1992 (February 1992 RAILNEWS) and are now replacing the E-units on an almost one-for-one basis. As of late May, roughly half of the 25 E-units were in storage at Metra's 16th Street facility in Chicago (page 4). At least 20 of the Es are slated for sale through public auction in July, and it's reported that BN may obtain one or more of the remaining Es for business train use.

The 30 F40PHM-2s (185-214) have already been dubbed the "Metra Motor Homes" for their physical similarity to streamlined recreational vehicles. Their nose-less carbody design generally adheres to EMD's current passenger locomotive standards which were applied to the Amtrak F69PHs.

In other Metra news, three F40s led an Operation Lifesaver special in the Chicago area on May 7. The lead unit, F40PH-2 147, was dressed up in white OL markings including the organization's trademark crossing gate emblem.

FNM PA DH-17 Mexico's Espee *Daylight*-painted Alco PA has entered service and is already showing signs of wear. Its assignment so far has been the 1095-mile Trains 1/2 and 3/4 between Nogales, on the Arizona border, and Guadalajara on the west coast to the south. "Americas favorite diesel" seems to have picked up plenty of weathering and has reportedly been involved in at least one minor grade crossing accident since its February 28, 1992, debut (see June '92 MARKERS). The PA is the Pacifico Division's mascot and will still operate on special trains and excursions. Several tour operators north of the border have made inquiries about chartering DH-17. Watch TIMETABLE for specifics.

READING & NORTHERN The distinctive cream-yellow and green image of the former Reading Company is beginning to reappear in Anthracite country. The Reading & Northern has purchased four General Electric U23Bs from Conrail (2789, 2791, 2793 and 2798) with an option on two more (2790 and 2794), and as part of the sale CR's Altoona Shops is painting them. The four units became R&N 2396 through 2399, but we aren't yet certain of exact renumbering sequence. The new U-boats started arriving in April 1992, and R&N- and Blue Mountain & Reading owner Andy Muller wanted them in a different paint scheme from his solid green fleet of U30Bs.

The Reading & Northern purchased from Conrail 124 miles of former-Reading and Lehigh & New England coal trackage north of Reading to Port Clinton where lines radiate to Good Spring, Pottstown and Locust Summit via Tamaqua. The U23Bs were purchased in anticipation of more available trackage in the area and to possibly replace the larger units which are harder on track structure. R&N units are kept at Temple (across Route 61 from the BM&R), West Cressona and Tamaqua.

SOUTHERN GP30 Norfolk Southern Corporation donated former-Southern Railway GP30 2601 to the Timekeepers, the non-profit support group for the North Carolina Transportation Museum at Spencer Shops. One of 125 GP30s on the SR roster, the 2601 was built in 1963 and got its current SR "tuxedo" black and white paint job renewed in 1983, one of the last units to retain this livery. The 2601 had been in storage at Chattanooga, and it is serviceable. Spencer hopes to have the unit running in time for the 1992 Railfan Days during July 11-12 weekend — JIM WRINN.

SEPTA "RL1000P" No.60 Republic Locomotive of Greenville, S.C., built two "RL1000Ps," 60 and 61, for Philadelphia's SEPTA commuter agency. These B-B units feature a Caterpillar 3508 1000-h.p. diesel engine, a Kato a.c. alternator, a Caterpillar 3306-powered 350-h.p. HEP generator and Republic's own cab and hood design. Except for the remanufactured Blomberg truck assemblies, these units are all new.

SEPTA purchased the two units for non-revenue service, and they can fill in as "protect" engines in passenger service. Both 60 and 61 were built during March 1992 with serial numbers 08911297 and 08911298, respectively. So far SEPTA employees are "completely satisfied" with their RL1000Ps.

A FRUIT GROWER'S REEFER The Railroad Museum of Pennsylvania in Strasburg, Pa., has obtained Fruit Grower's Express wood-sided ice reefer FGEX 57708. Built at Fruit Grower's Alexandra, Va., shops in 1924, this car was privately owned in Marne, Michigan, near Grand Rapids. It is in reasonable shape, having been re-sided and partially painted in 1989, and it was shipped to the Museum on a Conrail 89-foot flatcar. This is the first ice reefer in the RRMPA collection, something long sought after — RICHARD M. GLADULICH.

CHANGES ON THE WICT There have been several changes recently on the Wisconsin & Calumet, operators of 318 miles of state-owned branches around Madison and Janesville, Wisconsin, with trackage rights over Metra into the Chicago area. During March 1992 the WICT was merged into Chicago West Pullman Transportation, resulting in changes in management philosophy. Most notably, the new managers want newer locomotives in service, and they have terminated the lease of Glenn Monhart's Janesville & Southeastern locomotives — BL2 52 and F7 96A left the WICT in early May, and the lease on the A-B-A F-units 901, 102B and 106 expires in October. A pair of Burlington Northern GP9s have been leased to temporarily fill in for the 52 and 96A, and they join WICT's fleet of five GP7s and a GP9 (not all are in service). There have been reports of a pair of former N&W GP35s to be leased as replacements for the A-B-A F-units, but that, of course, could change. Continuation of the WICT dinner train operation out of Madison, Wisc., is also uncertain, as are the various weekend excursions with the vintage diesels over segments of the line. As decisions are made, we will try to report them, but waiting until October to see the F-units may not be a good idea.

NEWS AT CASS It appears 1992 will be a great year to visit the Cass Scenic Railroad in West Virginia. The entire 12.5-mile main line has been reconstructed to Bald Knob, and the long-awaited 1.5-mile construction of a connection to the former-Western Maryland at Spruce has been completed. Since two heavy washouts on the mountain during July 1990, trains haven't been able to operate past Whittaker, roughly half way up the mountain. To help celebrate the new connection to Spruce, on May 9 and 10, 1992, Cass-enthusiast Carl Franz chartered the big Western Maryland Shay No.6 and a log train and followed it with a Shay-powered passenger train over the new line. This trip also marked the return of No.6 to service after a cracked crankshaft sidelined it late in 1991. Shay No.6 was the last Shay built by Lima (in 1945).

State-owned Cass has been isolated since a 1986 flood washed out

METRA F40PHM-2s have been taking commuter duties away from BN's venerable E-units on the Chicago-Aurora corridor during May. Also during May, Metra hosted an Operation Lifesaver train in the Chicago area. On May 7, F40PH-2 147, dressed in OL markings, led the train past 18th Street Tower (**below**) with the world-famous Sears Tower in the background.

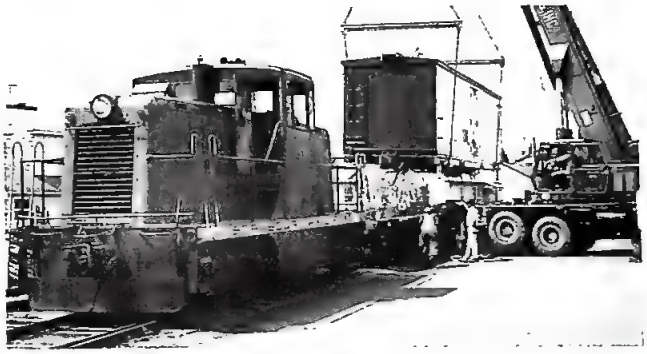
DAVE GOODHEART

STEVE BROWN

CHANGES ON THE WICT due to its new management have resulted in a change in motive power philosophy that could soon eliminate such scenes as Janesville & Southeastern BL2 52 and WICT A-B-A F7s 901, 102B and 106 teamed up at Chicago on April 28, 1992. The lease on these units may be allowed to expire as soon as this fall.

A FRUIT GROWER'S REEFER was delivered on an 89-foot Conrail flatcar to the Railroad Museum of Pennsylvania in Strasburg on April 23 (**below**). The wood-sided car, FGEX 57708, was built at FGE's Alexandria, Virginia, shops in 1924 and is still in rather good shape. In 1989, it was re-sided and partially repainted. The car has brought an end to the museum's long search for an ice reefer.

JIM WRINN



RICK GLADULICH

SOUTHERN GP30 2601 has been donated by Norfolk Southern Corporation to the Timekeepers, a non-profit group supporting the North Carolina Transportation Museum at Spencer Shops. The high-nose Geep is still serviceable and wears SR "tuxedo" black and white paint that was applied in 1983. Shown at Spencer on May 1, the 2601 may be in operation during this July's Railfan Days.

NEWS AT CASS is that the section of track above Whittaker that was closed by washouts in 1990 is now back in service, and even more exciting, the connection to the former Western Maryland line at Spruce has been reconstructed. Since the original roadbed into Spruce is now used by log trucks, the rebuilt rail connection had to go on a new grade. Riding on the new line, WM Shay No.6 and its log train paralleled "home" rails (now owned by CSX) as they rounded Spruce Curve on May 14 (**right**).

PRUDENCE PETERSON

the also-state-owned eleven-mile ex-C&O Greenbrier line to Durbin, W.Va. Since the CSX former-WM connection north out of Durbin to Elkins was then abandoned, Cass management decided to redirect the Federal flood recovery money to rebuilding the Cass Bald Knob main line and to building the new connection from Old Spruce on the Cass line to Spruce on the CSX former-Western Maryland line between Elkins and Webster Springs on the other side of the mountain. Though CSX is entertaining options on selling the line through Spruce, it is currently operated out of Grafton and will likely stay in place for the foreseeable future.

Interestingly, the new connection to Spruce wasn't actually built on the right of way of the original connection there. The original roadbed is still used by log trucks of the Mower Lumber Company — now owned by W.R. Grace, Mower Lumber was one of the original mills at Cass. The new line is graded down the hillside roughly 300 yards from the original roadbed — HENRY W. PETERSON.

Here come the Santa Fe's new "Corsairs"

The Super-Duper Fleets

by Jim Boyd

"Now *those* are righteous motors!" That was my first reation upon seeing photos of the new Dash 8-40CWs being delivered to the Santa Fe. No offense to the FP45s, but now Chico has some locomotives truly worthy of that Super Fleet image. The GP60Ms and Dash 8-40BWs delivered in 1989 and 1990 are colorful and interesting, but that warbonnet livery needs a bigger canvas — sorry, carbody — to achieve its full potential.

That's ironic, too, because the warbonnet became America's favorite railroad paint scheme on the pug-nosed F-units. Ah, but don't overlook the fact that the livery was designed by Leland Knickerbocker of Electro-Motive's "Streamlined Train Department" in early 1937 for the long and elegant EA passenger diesels. The famous "Lionel" F-units were a later compromise of the design — albeit one of the most successful "compromises" in graphic design history!

The regal pioneer Super Fleet FP45s that originally wore the passenger warbonnet back in 1967 are still the undisputed queens of the fleet, but with the six-motor GEs, the freight Super Fleet image has finally achieved its destiny on real working locomotives. Even though they were usually in regular service, the FP45s always seemed a bit too "special" to be regarded as workaday power. They looked like they should be heading up a directors special or boosting a 4-8-4 over Tehachapi.

In an era of corporate simplicity and names hatched by computers, the Santa Fe's Super Fleet is a refreshing reminder that not every railroad is ashamed of its past (of course, we can't overlook the Union Pacific for its continuing reverence for the equally-proud Armour yellow).

It's interesting that these 67 impressive Super Fleet Dash 8-40CWs really don't represent anything new. The 4000-h.p. General Electric high-tech super cabs have already racked up millions of miles on Conrail, Union Pacific and CSX, and the Super Fleet image has often gotten pretty grubby on some of the road-weary four-motors. But like the first Alco Century 628s of a generation ago, these new six-motor locomotives simply have a commanding "presence" all their own in that dazzling livery.

And it's not quite true that there's "nothing new" about the latest Super Fleet units. Ordered with an eye toward possible use on a rapidly expanding unit coal train business (two million tons annually for 15 years from York Canyon Mine near Raton, N.M., to Wisconsin Electric Power near Milwaukee), the new units have a modified "gull wing" cross-section of their cab roofs to permit them to operate beneath the fast loaders at the New Mexico coal mine. The end effect is an appearance not unlike a World War II Navy F4U "Corsair" fighter plane — a rugged, round- engined monster truly worthy of emulation in any form.

Oh well, enough of this unbridled railfan drooling. Gimme the facts, man. The 67 Dash 8-40CWs (road numbers 800-866) are part of a 90-unit order from General Electric for delivery in 1992. The other 23 units are Dash 8-40BWs (road numbers 560-582), but unlike the 1990 delivery of GE four-motors (road numbers 500-559), the 1992 units also have the "Corsair" cabs of their big brothers. As of mid-1992, all 23 of the Dash 8-40BWs are in service along with the first 27 of the six-motors. The remaining Dash 8-40CWs are slated for delivery during the last quarter of 1992.

DON R. FLYNN

SUPER FLEET "CORSAIRS" come in two versions, the four-motor Dash 8-40BWs shown here the 2-991 Train at West Mojave, Cal., on April 4, 1992, and the big six-motor Dash 8-40CWs like the brand new 826 and 824 (**opposite top**) on the Conrail interchange at GE's plant at Erie, Pa., on April 29, the trio led by 814 on the S-CHLA-24 stacks (**center**) at Frost, Cal., on April 26 and 810 (**bottom**) at Verdemont on April 24.

KODACHROME JOHN J SCALA

While the four-motor Super Fleet units remain dedicated to intermodal service, the big six-motors have been released for general service and can be used on any type of train: intermodal, merchandise or coal. Like the rest of the Santa Fe's recent GE power, the 1992 units are leased from the manufacturer on a "power by the hour" basis.

Okay, Santa Fe, you've got some real winners here. Let's try to keep 'em clean!

KODACHROME, RANDY KELLER

KODACHROME, ALAN MILLER

Changes on

by Charles Bohi

PHOTOGRAPHY, CHARLES BOHI, EXCEPT AS NOTED

In the September 1991 issue of R&R, Editor Jim Boyd talked about the rewards of doing rail-oriented research and sharing it with others by writing articles. To these valid reasons we would like to add two more: First, with a bit of digging it usually turns out that even the most obscure branch has an interesting history. Knowing this history enhances the enjoyment of chasing for the railfan-researcher, as well as any potential readers. Second, with railroads in their current state of flux, any article becomes not only a snapshot of what exists now, but a future historical record. There is probably no better example of these two truisms than the CP Rail's 98-mile Radville Subdivision between Weyburn and Willow Bunch, Saskatchewan.

A grain-gathering line serving five small communities in southern Saskatchewan, it would be hard to believe that parts of this railway once played an important role in the aspirations of two empire builders. Yet, so it was with the 43 miles of the line from Radville (Milepost 25.6 from Weyburn) to Bengough (MP 69.5).

Completed by Canadian Northern (CNoR) in 1911, contemporary company timetables showed this branch as part of a projected main line to Lethbridge, Alberta — the location of rich coalfields — and beyond. Given the aggressive nature of the CNoR's promoters, William Mackenzie and Donald Mann, it is even conceivable that this railway could have been part of a southern main line

CP Rail's Radville Sub

The names have been changed to protect the customers

through Crowsnest Pass.

Indeed, if all of Mackenzie and Mann's plans had come to fruition, the divisional point at Radville would have become the operating hub of lines reaching in all directions. As it was, Radville had connections with Winnipeg to the east and with Moose Jaw to the northwest. Given their plans for the town, it is not surprising that Radville had a ten-stall roundhouse and one of the CNoR's magnificent Second Class stations, a design often employed at divisional points. Though the roundhouse survived into the early 1970s, today only the beautifully-restored station serves to recall Radville's past importance as a rail center.

When the CNoR was nationalized in 1918, however, the line from Radville to Bengough, along with other company properties, became part of the Canadian National (CNR). During the 1920s, when the Canadian Pacific and CNR built many branch lines in a struggle for competitive advantage in the prairies, extensions were made to what is now the CPR's Radville Subdivision.

With no railways in the nearly 30 miles between its line to Bengough and the International Border, the CNR decided to extend the line westward. However, after much negotiation with the CPR the line was extended only to Willow Bunch, 28 miles west of Bengough, on condition that the CPR provide adequate service to the border country of southern Saskatchewan. Such agreements were in accord with CNR President Henry Thornton's feeling that the CNR should limit its branch line construction in southern Saskatchewan, while the CPR should do the same in the north. After the Willow Bunch extension opened in 1926, the CPR built more than 200 miles of line that so thoroughly filled southern Saskatchewan with railroads that the CNR line west of Radville went no further.

The last miles of what is today the Radville Subdivision were built in 1928. By extending the line built by predecessor Grand Trunk Pacific (GTP) 25 miles from Weyburn to Radville, the CNR created an improved link between southern Saskatchewan and the provincial capital of Regina.

After 1928, however, for the next 50 years the prairie railway network and the grain-elevator system it served re-

THE LAST ALCOS on CP Rail west of Winnipeg were the six RS23s assigned to the Radville Sub, such as the 8014 here east of Ceylon, Sask., on June 16, 1991. Nine days later, four RS23s were switching grain boxcars (**opposite top**) at Harptree. Back on August 2, 1988, the line at Ceylon was owned by Canadian National (**opposite bottom**) and operated with A1A-truck GMD1s.

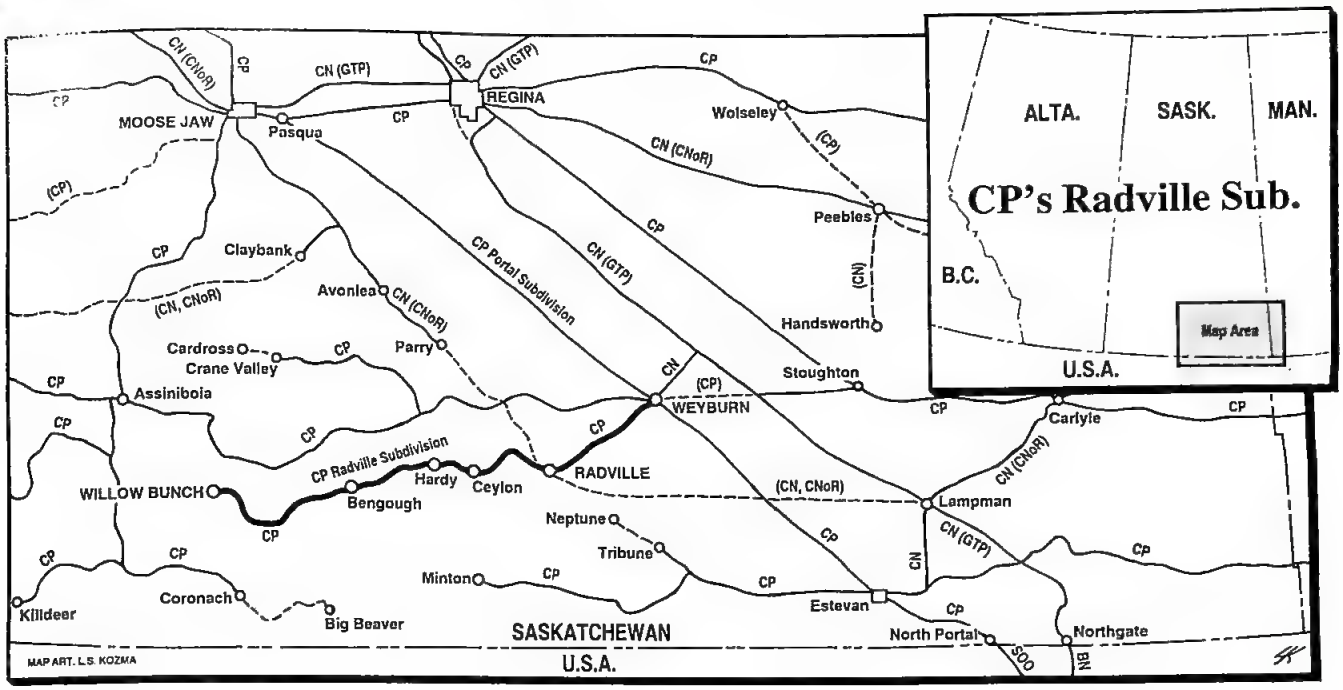
KODACHROME LES KOZMA

GRAIN ELEVATORS DOMINATE the scenery on the Radville Sub. On May 23, 1991, four RS23s had 40 grain cars, an MofW gang and caboose heading out of Ceylon and over a timber trestle. The RS23s were working the Ceylon elevators (**opposite**) on June 26. On the previous day, the Radville Sub job had become the ultimate "drive-thru" customer when they paused (**below**) to pick up lunch at the McDonald's in Weyburn.

mained relatively stable. Designated by the CNR as the Weyburn Subdivision between Weyburn and Radville and the Bengough Subdivision west to Willow Bunch, this line made its living taking agricultural commodities out and bringing in necessities like coal and merchandise. Never substantially upgraded, when the diesel era began in the late 1950s, what is now the Radville Subdivision was restricted to the CNR's lightweight A1A-A1A GMD1 units especially designed for the light rails (see May 1984 R&R).

In the 1970s, change began to come to prairie branch lines with a vengeance. Faced by an aging elevator system and the need to invest large sums into rebuilding grain gathering branches, two thorough studies of western Canada's grain handling system were done. In 1978, the second of these studies recommended the Weyburn-Radville portion of the line be transferred to the CPR and that the line west of Radville be abandoned by 1983.

After a vigorous campaign by area residents, however, the continued existence of the line to Willow Bunch was "guaranteed until the year 2000" by the Canadian government. Indeed, between 1984 and 1986 nearly



$10,000,000 (Canadian) from the Federal Government's "Branch Line Rehabilitation Program" was spent upgrading the line west of Radville. Additional sums were spent on the line between Weyburn and Radville. The lion's share of these funds went to renewing ties and ballast, while the old 60 to 65 pound steel found on most of the branch was retained. This meant that the line could still only handle lightweight power and the hoppers that replaced the boxcars could not be loaded to capacity.

In August 1990 the recommendation that the CPR take over the lines southwest of Weyburn was implemented. In the third such exchange in western Canada (see July 1989 R&R), the CNR took over the 93-mile Meadow Lake Subdivision in northern Saskatchewan in exchange for what is now the Radville Subdivision. This transaction, along with the CPR's withdrawal from Prince Albert, went a long way toward achieving the division of territory advocated by CNR President Thornton some 65 years earlier.

To power trains along its newly-acquired property, the CPR used a half dozen lightweight 1000-h.p. MLW RS23s. At only 181,000 pounds, these units (8013-8018) were custom built for

THE CANADIAN NORTHERN built this handsome Second Class "divisional point" depot at Radville in 1912. On August 2, 1988, a set of CNR GMD1s paused alongside the depot (**top**), while on June 26, 1991, the scene was duplicated by set of CP Rail RS23s. The RS23s had been previously kept in Saskatchewan by CPR for use on trackage rights over certain light lines of the Canadian National.

operation on CNR branches in northern Saskatchewan over which the CPR had trackage rights (see September 1985 R&R). With the CPR's departure from the north, these units became available for duty on the Radville Subdivision. The CPR also chose to revert to boxcars for loading grain.

However, neither the light diesels nor the boxcars have survived into 1992. After some fits and starts, in 1991 the CPR began installing 85-pound rail to allow the use of the CPR's standard branch line power, GP38s, and fully-loaded hoppers on the line.

Even with the GP38s, the geography found along the Radville Subdivision makes it an interesting line to chase. While the first 25 miles between Weyburn and Radville are somewhat nondescript, west of there the railway climbs through the Missouri Coteau, a formation separating the Saskatchewan Plain from the higher Alberta Plateau to the west. Though not a difficult barrier, it gives the railway a curving alignment through some rolling country. By the time the summit (elevation 2466) is reached west of Hardy near Mile 51, the line has climbed nearly 400 feet.

After a gentle 25-mile descent into the valley of Willow Bunch Lake east of Harptree (about Mile 64.5) westbound trains face three miles of 1.5% grades. In the 1920s these grades made CNR officials wonder whether they wanted to build to Willow Bunch at all. From Harptree the line has a moderate undu-

lating profile to the western terminus at Willow Bunch (MP 98.0, elevation 2434 feet).

In the summer of 1991 the Radville Subdivision was generally operated about twice a week with four RS23s for power. These units were serviced at Moose Jaw. When required for a run on the Radville Subdivision they were deadheaded to Weyburn on North Portal-bound "speed trains" (a fast manifest). Similarly, following completion of their runs, they were ferried back to Moose Jaw on northbound Portal Subdivision trains. Moose Jaw engine and train crews were taxied to Weyburn to run these "Radville Sub jobs."

Except when running caboose hops or pulling very light trains, due to their radiator configuration the RS23s had to run long hood forward lest they overheat. This resulted in an interesting operational scenario on the Portal Subdivision, where the deadheaded RS23s had to assume the lead position on the ferrying speed trains. Due to the timing of the Radville Subdivision jobs, however, most of these transfer moves seem to have been at night.

The RS23s were not especially popular with the crews. Also, since they were the only MLW units operating west of Winnipeg in recent years, they became a nuisance to the maintenance staff at Moose Jaw. This, and the costly deadheading of the units, provided enough justification for the CPR to upgrade the Radville Subdivision to permit operation of its ubiquitous fleet of GP38s.

In addition, to operate the Radville Subdivision efficiently, a new connection was needed at Weyburn. To reach the former CNR line, trains had to back up over short stretches of the Portal and Assiniboia Subdivisions via an old CNR/CPR transfer track. To facilitate these back-up maneuvers cabooses were still used on Radville Subdivision runs. A new connector with the Assiniboia Subdivision will eliminate the back-up move. After the renovation was completed in late 1991, GP38s based at Estevan, Sask., a terminal 50 miles southeast of Weyburn, began to work the line to Willow Bunch, and the four remaining RS23s (two were sold) are stored at Calgary.

Nevertheless, it remains unclear how much longer the Radville Subdivision will be around to chase, even with GP38s. Efforts to improve the line may be only a temporary reprieve because many smaller granaries have closed in recent years, making the rail lines that served them increasingly costly to operate. As recently as 1974, for example, what is now the Radville Subdivision served elevators at eight different "delivery points." Today, only five remain. Then, too, the line loses its "guarantee" against abandonment after the year 2000. The fact that other formerly "guaranteed" branches have already been taken up makes the future of this line even more precarious.

With the railway system undergoing such rapid change, the story of the Radville Subdivision is far from unique. Major abandonments and the rise of regional railroads all guarantee that there are many other tales waiting to be told, and, based on personal experience, we know there are numerous railfan-historians who have collected the data to tell them well. With a bit of digging a person can get a chance to share a favorite piece of the railroad scene with thousands of others and add to the collective historical record of the industry.

AT WILLOW BUNCH, the west end of the Radville Sub, the RS23s were turned on the wye (**below**) on June 25, 1991, for their return trip (**bottom**) with grain loads. The RS23s, boxcars and caboose have been replaced in 1992 with GP38s and grain hoppers.

Cowlitz, Chehalis & Cascade 2-8-2 No.15 becomes a television star

The Medi-Flu 15

by James Gunning

If you watched much television last winter, you may have seen a "Medi-Flu" medicine commercial that compares the relative impact of a cold and the flu. A model locomotive is shown running tamely along portraying a cold; then a full size steam locomotive coming directly at you out of an ominous-looking smoke cloud is shown as the flu.

The full size engine is on screen for only one or two seconds, and the only quickly recognizable feature is the numeral 15 on the number plate. I'm sure many in the railfan community looked at the prototype steam loco and wondered which of the currently operating examples it was. In the February 1992 RAILFANNING IS..., Editor Boyd even admitted to recognizing the Lionel O27 2-6-4 used as the model but not the full size loco.

So, for those of you who don't know the identity of the mysterious "Medi-Flu 15," here is the answer: The locomotive blasting out of the smoke cloud in the television commercial was built by Baldwin as Puget Sound & Cascade Railway No.200 in September 1916. She continued her logging career as Cowlitz, Chehalis & Cascade No.15.

The CC&C was a 32-mile railroad that was conceived as a trolley line in 1912 but built eastward a few years later as a logging line from Chehalis to Onalaska and East Winston (see map on page 62). It was famous for a couple of spectacular timber bridges, particularly the long Mill Creek curved trestle and the awesome 200-foot-high monster over a steep gorge of the Cowlitz River near Mayfield.

The CC&C rostered only three steam locomotives in the 1950s. The oldest was No.20, an unusual 4-8-0 built by Schenectady in 1897 as Northern Pacific No.14. A Baldwin 2-8-0 built in 1920 for the Whitney Company of Blind Slough, Oregon, boomed around to the Tideport Logging Company and Astoria Southern Railway before becoming CC&C No.25 in 1944. The ex-PS&C Baldwin Mikado No.15 was the other member of the trio. They were all retired when the railroad shut down in 1955, and the 15 was donated to the city of Chehalis for display in a local park. Interestingly, CC&C 2-8-0 No.25, was donated at the same time to nearby Centralia, where it is still on display.

In 1987, the Chehalis-Centralia Railroad Association leased No.15 from the city and moved her from Chehalis to the Mount Rainier Scenic Railroad shop at Mineral Lake, Washington. During the next two years the Mount Rainier Scenic crew completely rebuilt the 15 for excursion service.

It's not surprising that few railfans recognize No. 15. Her rebuilding and entry into active service in April 1989 attracted little attention outside her home state. Since then she has labored in relative obscurity, much as she did during her log hauling days. A typical Baldwin 90-ton logging Mikado, (weights varied slightly on these locos but were approximately 90 tons; the 15's actual weight from her specification sheet is 179,000 lbs.) No. 15 sports

HAROLD HALL / COLLECTION OF MARTIN E. HANSEN

COWLITZ, CHEHALIS & CASCADE 2-8-2 No.15 was rolling into Chehalis with a freight in 1945; in fresh paint, the 1916 Baldwin looked pretty much the same (**opposite top**) on May 20, 1989, at Frederickson Junction on its first Tacoma-Chehalis outing after restoration. Again bound for Chehalis, (**opposite bottom**) the 15 was running along Midway Creek near Eatonville on May 1, 1992.

KODACHROME JAMES GUNN NG

20½″ × 28″ cylinders, 48″ drivers, 170 lbs. boiler pressure, and burns oil as did most other locos of this type. Baldwin built many locomotives to this basic design, with slightly varying specifications and appliances, for logging operators all over the United States. At least five other Baldwin 2-8-2s of this type still exist: Rayonier No.90, on display at Garabaldi, Oregon; Georgia-Pacific No.15 on display at Eureka, California; the Pacific Lumber Co. No.35 stored at the Wasatch Mountain Railway at Heber City, Utah, and Yreka Western Railroad Nos.18 and 19 at Yreka, California. Of these, only Yreka Western No.19 is currently in service.

The Mount Rainier Scenic shops did a very professional restoration on the 15. With the exception of some white trim, a shinier paint job and a little

KODACHROME STEVE BROWN

added polish, she looks much as she did in logging railroad service. Even the tender carries an authentic souvenir of logging days: a substantial dent gained in a mishap with a load of logs.

My association with the 15 began when I arrived at the Mineral Lake shop on the evening of April 28, 1989, hoping to see her first movement under steam since her retirement. As a long-time Western logging fan I was glad to see another logging "lokey" added to the ranks of operating steam in the United States.

A public excursion with No.15 and Mount Rainier Scenic Porter Mikado No.5 was scheduled for April 30th on the Chehalis Western trackage out of Tacoma. When I arrived at the shop, it was obvious there was much to do if the 15 was to make her debut on time. The shop crew was working at full speed, but there were so many jobs still to be accomplished it didn't seem possible they would finish in time. Anxious to help, the railfans present pitched in and installed handrails, helped fabricate jacketing, did touch-up painting and generally tried to make themselves as useful as possible. Much progress was made the evening of the 28th, and an oil fire began to warm the 15's boiler in the early morning hours of April 29th. By the time I returned later that morning, CC&C No.15 was slowly coming alive, exhibiting all the sights, sounds and smells of a locomotive under steam.

Shop crew and railfans alike worked on last minute details as the 15 built steam pressure. Saturday, April 29, 1989, was one of the clearest days most of us had ever seen, and we were looking forward to getting No.15 completed and out of the shop into the sunshine. It was a perfect day to take the 15's "rebuilders" photo and then watch No.15 and Mount Rainier Scenic No.5 make the ferry run to Tacoma.

Alas, it was not to be. As steam pressure rose, a serious leak was discovered in the front end of the 15. This was traced to several misaligned superheaters, and to make repairs it was necessary to drop the fire. This also meant the planned daylight ferry trip on Saturday was now going to run well after dark, possibly into the early morning hours on Sunday.

Our original plan of a crystal clear, sunny day chasing the 5 and the 15 to Tacoma was now history. We would now be happy if the 15 made it out of the shop building before the sun went down. Before the fire was dropped, the assembled fans asked if the loco could be run out of the shop to be photographed. The shop crew agreed, and equipment was moved to allow the 15 to move forward. It was impossible to run the 15 all the way out of the building since No.5 was parked behind her and the short track in front would allow only the engine to move outside. The tender would have to remain inside the shop. Even though it was only a few feet, for the first time in over three decades, the 15 moved under her own steam. With the engine out of the shop, the whistle was in the open, and it was given an extensive workout. Shop crew and fans took a short break to admire the loco, and much film was exposed. Then everyone went back to work.

It is interesting to note that not only was the 15 being worked on, but Porter 2-8-2 No.5 needed to be fired up and had several mechanical problems that needed attention before she could make the trip to Tacoma. In spite of working continuously for most of the preceding 48 hours, Jack Anderson and his crew made the necessary repairs, refired No.15, fired up No.5 and ran both to Tacoma just hours before the scheduled trip.

The first excursion with the 15 was made in company with Mount Rainier Scenic No.5, in case the 15 suffered any break-in problems. As further insurance, since No.5 was under steam for the first time that season and the heavy train had to climb formidable Tacoma Hill, Northern Pacific F9 7012A, in her as-built paint scheme, was included in the consist. The F9, owned by the Western Washington Forest Industries Museum (as are most of the locos at the Mount Rainier Scenic) had ferried the Mount Rainier Scenic cars from Elbe to Tacoma the day before.

Overall, things went well, but with no break-in time other than the ferry trip to Tacoma, the 15 was not worked very hard. A few minor problems that needed attention were revealed on the trip, so she returned to Mineral Lake for adjustments. With more time available, cosmetic details such as fitting a new

JAMES GUNN NG

ON A FERRY MOVE from Elbe to Tacoma on May 19. 1989, the 15 had a mixed consist on the road near New Reliance. It was photographed at Chehalis on June 14, 1952, (**below**) just three years before the Cowlitz, Chehalis & Cascade was abandoned.

DOUG HERBERT / COLLECTION OF MARTIN E. HANSEN

TWO KODACHROMES STEVE BROWN

ON A MAY 2, 1992, EXCURSION on the Chehalis Western, CC&C 15 passed over the BN's old NP "Prairie Line" at Rainier and passed by stored log cars (**below**) at Essex.

steam dome jacket, left undone in the rush to complete the 15 for her first run, were also completed.

On Friday, May 19, 1989, a now completely healthy No.15 pulled an outside braced boxcar and three passenger cars on a ferry move from Elbe to Tacoma. An excursion trip from Tacoma to Chehalis ran on Saturday the 20th to deliver the locomotive to its new operating home.

The current excursion service with No.15 runs weekends and holidays, mid-May to mid-September, with three round trips each day between Chehalis and Centralia, Washington. A longer westbound trip runs to Ruth on Saturday afternoons.

The Chehalis-Centralia Railroad Association contracts with the Mount Rainier Scenic Railroad to run the excursion trains, do the necessary maintenance on No.15 and store the locomotive over the winter.

Chehalis is located in western Washington about 50 miles south of Tacoma and is readily accessible from Interstate 5. In addition, the Mount Rainier Scenic Railroad is an easy 1½ hour drive to the east at Elbe, Washington, near the main entrance to Mount Rainier National Park. Both lines, running through some of the most beautiful scenery in the United States, can be viewed and ridden in one day. More information on both can be found in the 1992 *Steam Passenger Service Directory*.

While the abandonment of the Chehalis Western Railroad, on whose trackage both the Chehalis-Centralia Railroad Association and the Mount Rainier Scenic Railroad operate, may affect some of the interline equipment moves. The present operations appear to be secure at least for 1992 and face an optimistic future as steam survives in the woods where the diesels have departed. Who would have expected that back in 1955?

The Last

by Ruppert Baird

KODACHROME RUPPERT BAIRD

On July 1, 1992, the name "Chehalis Western" will cease to exist for the second time in its 56-year history. Back in 1975, this Weyerhaeuser logging railroad in the state of Washington had its operations taken over by the newly created common carrier Curtis, Milburn & Eastern. In 1980 the Chehalis Western was resurrected on its old route and greatly expanded on former Milwaukee Road trackage. And now, on July 1, 1992, it will be shut down and officially out of business, although the line will be kept intact for possible future use when the timber within reach of its rails is again ready for harvest.

The Weyerhaeuser Timber Company has had a long history of rail operations in the Pacific Northwest. Back in the 1960s, in addition to three lines in Oregon, it had in Washington five separate operations ranging from the one-switcher White River mill job north of Enumclaw to the Headquarters Line and Columbia & Cowlitz which both served the huge mill complex at Longview. A nameless 30-mile line from a log reload at Vail fed a log dump at South Bay, and the Chehalis Western came up from Pe Ell and Curtis to that same South Bay dump. Motive power for these Washington operations consisted of a half dozen Fairbanks-Morse switchers, a pair of Alco Century 415s and a handful of EMD switchers and Geeps.

KODACHROME MICHAEL D SAWYER

Days of the Chehalis Western

Weyerhaeuser is about to close down its "new" railroad

The "old" Chehalis Western

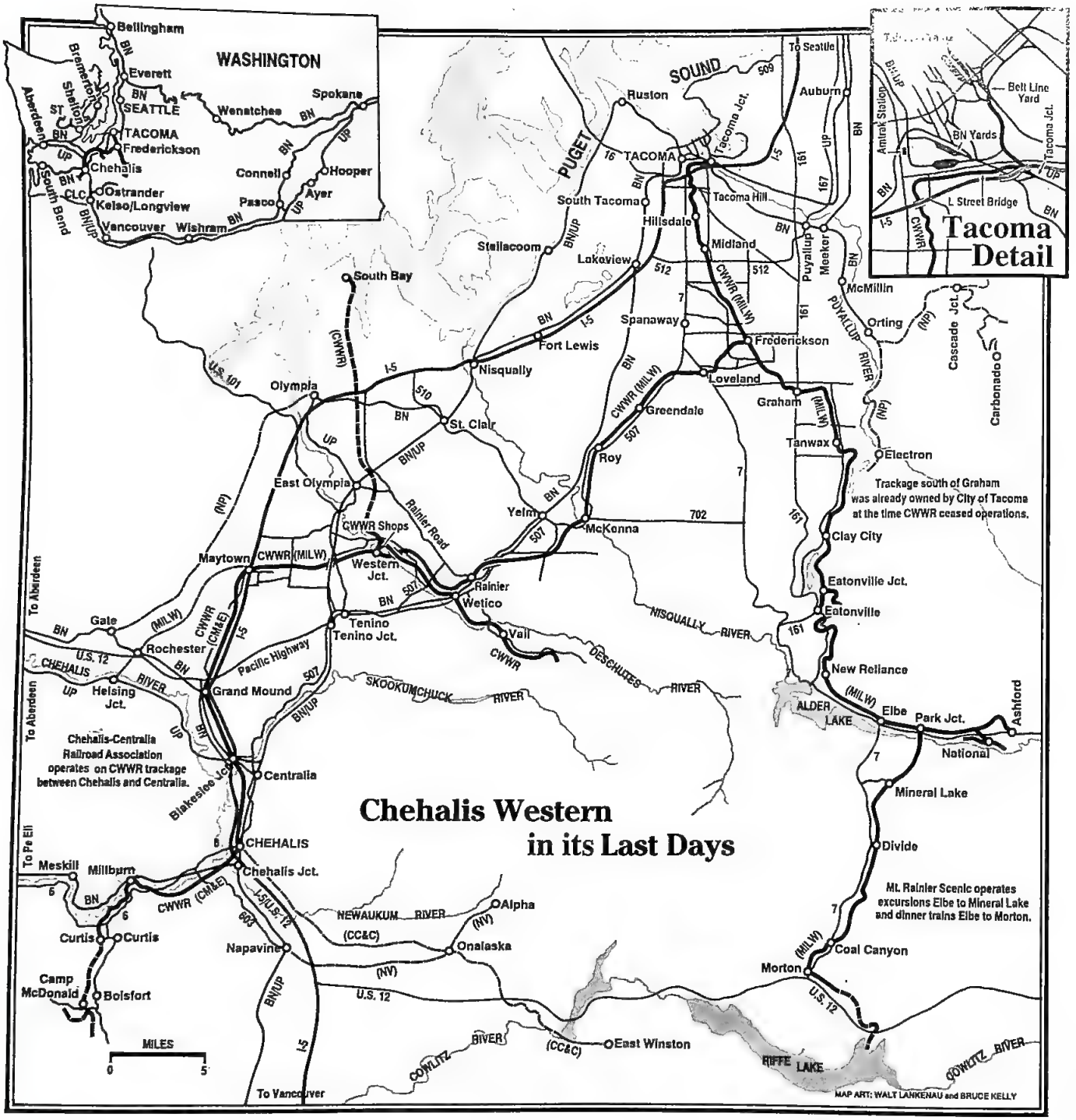
Weyerhaeuser created its original Chehalis Western in 1936 out of a portion of the Milwaukee Road's Raymond branch (the old Puget Sound & Willapa Harbor) west of Chehalis (pronounced Chuh-HAIL-us) and powered it with a pair of second-hand steam locomotives off the Atlanta, Birmingham & Coast. A network of logging lines around Camp McDonald fed into the Milwaukee branch north of Curtis. The Weyerhaeuser line crossed paths with the Northern Pacific's South Bend branch, which was used by the Chehalis Western to reach a log reload at Pe Ell, 23 miles west of Chehalis. The logs were then handled east to Chehalis and taken north and east on trackage rights over the Milwaukee Road to Western Junction where they continued north on Weyerhaeuser's Vail line to the log dump at South Bay, a total line haul of about 65 miles. The logs were then dumped into Henderson Inlet at the south end of Puget Sound and floated to a large mill at Everett, Washington.

The old Chehalis Western was a private logging railroad, but following its "last run" on December 23, 1975, it was replaced on January 1, 1976, by the common carrier Curtis, Milburn & Eastern, with the Pe Ell operation on Burlington Northern discontinued and the Camp McDonald line cut back to Curtis. This left only ten miles of actual track, but the CM&E continued to use the Milwaukee Road trackage rights to Western Junction and the north end of the Vail line for the run to South Bay.

By 1975 the FMs were either stored or scrapped, and two ex-N&W GP7s (nee-NKP 431 and 436), rebuilt by Morrison-Knudsen, were acquired in 1976 and 1977 to retire the FM fleet forever. The only locomotive to carry the CM&E name, however, was Alco Century 415 684. Incidentally, Weyerhaeuser's "Vail-McDonald Division," which includes the old CW and CM&E, numbers its locomotives with the year of purchase and the order of acquisition: thus the 1948 and 1949 FMs were 481, 492 and 493, while the C415 was 684 and the Geeps became 765 and 776. Other Weyerhaeuser operations had different numbering systems.

BLACK & WHITE PHOTOGRAPHY: T O REPP

FAIRBANKS-MORSE SWITCHER 492 was at Longview on September 27, 1989. Logs for the paper mill at Everett, Wa., were dumped into Henderson Inlet at South Bay, shown (**below**) on March 23, 1982. The Tacoma job ridden by Author Baird on September 11, 1991, worked (**opposite top**) at Western Junction. Another Tacoma Turn was headed south over Tacoma's L Street trestle (**opposite bottom**) in September 1986.


Chehalis Western
in its Last Days
WASHINGTON
Tacoma Detail
Trackage south of Graham was already owned by City of Tacoma at the time CWWR ceased operations.
Chehalis-Centralia Railroad Association operates on CWWR trackage between Chehalis and Centralia.
Mt. Rainier Scenic operates excursions Elbe to Mineral Lake and dinner trains Elbe to Morton.
MILES
0
5
MAP ART: WALT LANKENAU and BRUCE KELLY

Return of the Chehalis Western

In 1980 the Milwaukee Road abandoned its Pacific Extension and began to withdraw into its "core" system in the Midwest. Weyerhaeuser, which used the Milwaukee for access between the CM&E and Vail operations, purchased 140 miles of the abandoned trackage consisting primarily of the trackage rights line from Chehalis to Western Junction and continuing northeastward to downtown Tacoma. Also included was the Milwaukee's old Tacoma Eastern logging line south to Elbe and Morton. Desiring to sidestep the regulatory obligations of a common carrier, the new operation was incorporated as a private railroad under the name of the old Chehalis Western.

To operate its newly expanded main line, Weyerhaeuser ordered four brand new GP38-2s from EMD and three extended-vision cupola cabooses from International Car for the Chehalis Western. It also bought 500 of the Milwaukee's steel log flatcars to replace its fleet of venerable skeleton log cars. The four GP38-2s followed the number sequence as 817, 818 and 819, although the "8110" was shortened to 810. The GP7s 765 and 776 officially became CW power in 1982.

The hub of operations for the new Chehalis Western was the Western Junction enginehouse and yard. Close to the middle of nowhere near Tenino, it was once the stable of at least 20 Vail line "lokies" and 80-plus employees. Its modern, clean, three-stall, one-pit enginehouse performed all but the heaviest maintenance on CWWR's equipment.

While the new GP38-2s were fully lettered Chehalis Western, the long-suffering Alco C415 again had its lettering painted over, this time with "CWWR" applied on its cab side with a stencil and spray paint. This was perhaps appropriate. As the 684 got older, its inherent design deficiencies really begin to show, and the crews' contempt for the old warhorse increased. Said one brakeman when asked why the Alco wasn't replaced by an EMD, "Who would buy this piece of junk? There wasn't much of a choice in keeping it." Work trains and one-unit log trains became the Alco's primary chores, as it would not m.u. with the EMDs.

Business was fairly brisk in the first few years of the new Chehalis Western. "Rough" wood for the paper mill was routed up to South Bay for water transfer, while high grade timber was taken to Tacoma for export for furniture manufacturing. Loading was done primarily at Curtis and Vail. The Morton line was never opened up for logging business, but the Mount Rainier Scenic Railroad took up residence on eight miles of the line between Elbe and Mineral for steam excursions.

In late 1984 the line north of Western Junction to the log dump at South Bay was shut down, and all the log movements were routed via Tacoma. Business was still rather good, and in 1985 they were handling about 30,000 carloads of logs a year. Logging runs in cycles spanning years and even decades, however, and with modern logging methods, the harvesting areas near the railroad were being used up.

In the late 1980s business began to drop off noticeably. In October 1989, GP38-2s 819 and 810 were transferred to Weyerhaeuser's Golden Triangle Railroad in Columbus, Mississippi, which opened a huge new paper mill in mid-1990. Geeps 765 and 776 moved to the Columbia & Cowlitz at Longview as

MILWAUKEE ROAD'S *OLYMPIAN HIAWATHA* once used the tracks at Tacoma Junction where an empty Chehalis Western log train was backing out toward the Tacoma Hill main line on a hazy May 23, 1982. The Curtis, Milburn & Eastern's only (and numberless) caboose was on a northbound train at Centralia on March 13, 1980.

C&C 700 and 701, displacing Weyerhaeuser's "other" Alco Century 415, the C&C 701, which was sold to Bob Steele & Associates in Tillamook, Oregon, where it is being used on passenger excursions and a dinner train.

Chehalis Western's last summer

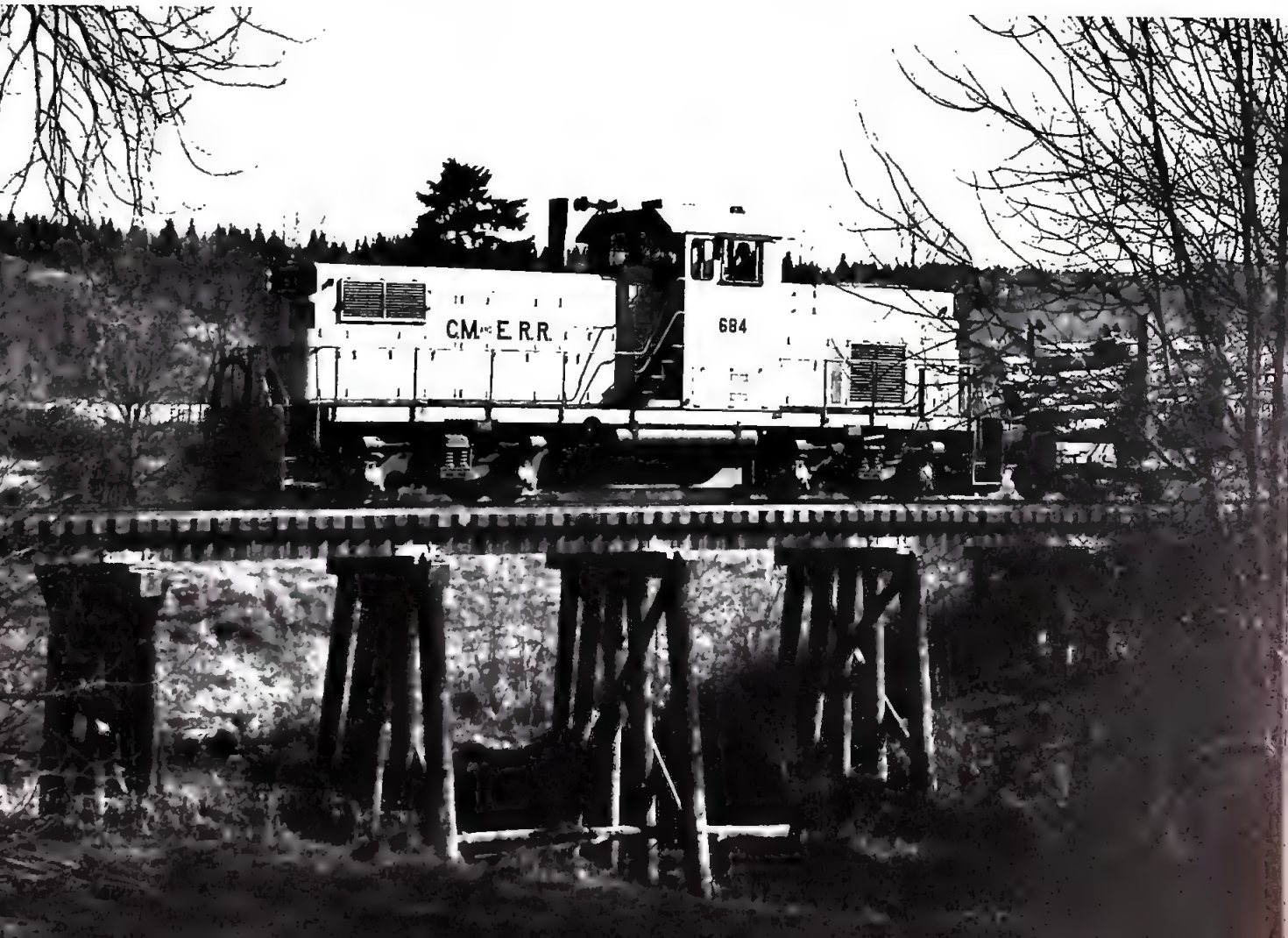
During 1991 the Chehalis Western operated rarely on weekends but nearly daily during the week. These runs may have been only out-and-back moves by the Alco to the Vail Reload or a maintenance train down to the Curtis pole yard. The only motive power on hand at Western Junction was the C415 and remaining two GP38-2s.

The date is Wednesday, September 11, 1991. It's an overcast morning at Western Junction — although yesterday had been sunny when the C415 was handling a work train spreading ballast near the Interstate 5 underpass down at Chehalis.

Let's ride along on a typical working day out of Western Junction for the Chehalis Western. Today's run to Tacoma sees the crew of engineer Rick Nelson, brakeman Tom Whalen and conductor Jim Essensa begin the day at 7:00 a.m. The "big lokies," GP38-2s 817 and 818, are moved down to the yard, and the train is assembled. Making up the train includes a move to pick up loads out of Vail that were parked on the former main to South Bay. The Weyerhaeuser facility at the Port of Tacoma has a capacity of only 42 cars, but today we'll back out of the yard with the Geeps pushing on 90 loads and caboose 599.

The move to the former Milwaukee junction is on a steep, curving grade. The Geeps stop on a wooden span crossing the Chehalis River, the switch is thrown and the train moves under the

THE NEW WESTERN JUNCTION engine facility, shown on February 13, 1983, took over maintenance previously done at Vail. The only unit lettered for Curtis, Milburn & Eastern, C415 684, was crossing Salzer Creek at Chehalis (**below**) on March 13, 1981.



TWO KODACHROMES, BLAIR KOOISTRA

Vail Reload line. The Dash 2s' 4000 horses have already begun the steady six-mile climb up to the summit at Rainier. The terrain is surprisingly pristine, especially considering the nearness of Seattle's, Tacoma's and Olympia's urban sprawl.

Engineer Nelson eases back on the throttle at Rainier and pulls over Burlington Northern's former-NP Prairie Line and Washington Highway 507. We parallel Highway 507 through Fort Lewis, and at Greendale siding, adjacent to the Fort's East Gate, we set out 41 loads with the 18 loads already there. Chehalis Western uses sidings along the line as a storage system for Weyerhaeuser's shipments to Pacific Rim customers. Cars are separated and grouped according to the types of logs loaded on the racks. Racks are then picked up and moved to the Port according to Weyerhaeuser's shipping requirements. Today's logs are destined for Taiwan.

Brakeman Whalen relates the line's operations as we move through the incredibly tight, nearly 180-degree turn at the Frederickson Junction wye past the new Boeing plant under construction. I try to visualize the Milwaukee moving manifest freights through the junction and find myself wondering what kind of surveyors and engineers would build this sort of operating nightmare for their employer! From the cab of 817 we watch our train move through the trees in literally the opposite direction.

After passing under the 176th Street overpass in the Tacoma suburb of Spanaway, we begin a three-mile roller coaster ride to the top of the ex-Milwaukee 3.6% grade made famous by its F-unit-and-slug pusher set of the early seventies.

The downhill run through the concrete walls, pillars and overpasses of Interstates 5 and 705 give the railroad the feeling of being underground. A rapid transit subway car would seem more at home here than a log train! The diesels ease past the former-Milwaukee station cum mini-mall and stop along-

WESTERN JUNCTION has changed little over the years. With Mount Rainier in the background, four Milwaukee Road GEs had train 901 headed for Portland (**top**) at 5:00 p.m. on June 3, 1979. On April 29, 1981, Alco C415 684 was easing off the Weyerhaeuser connection with empties for Curtis. Notice the Vail line bridge overhead in the distance.

KODACHROME BLAIR KOOISTRA

side yet another string of logs at Portland Avenue. Seven more racks are dropped, and the train pulls down into the UP yard.

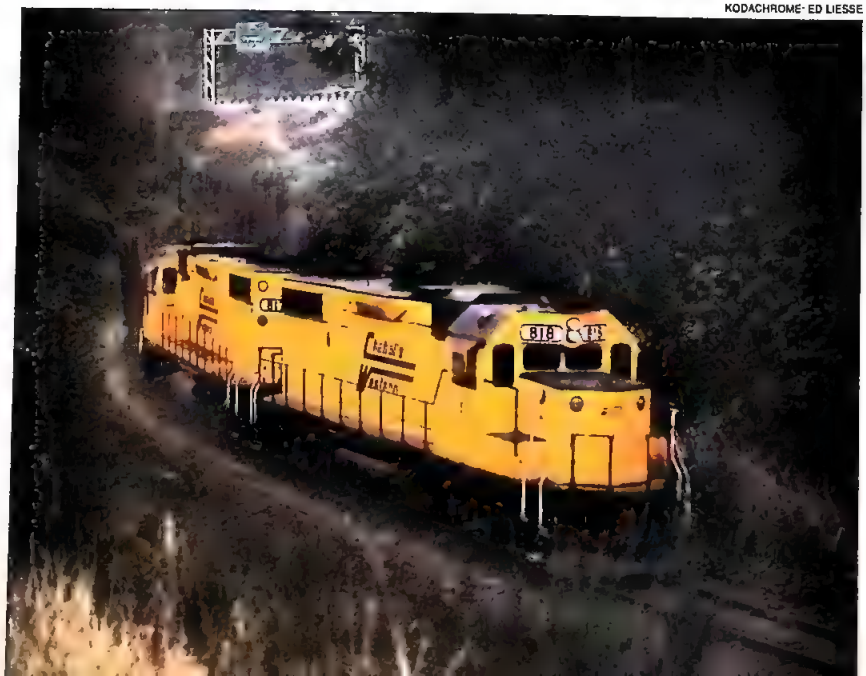
After receiving clearance, engineer Nelson pushes the 42 loads and 599 past the old Milwaukee yard, now used as storage for container flats and skeleton cars, and onto the Tacoma Municipal Belt Line Railway. Once in the Belt Line yard, the caboose is dropped and coupled to the end of 42 empty racks and a single Mount Rainier Scenic Railroad tank car bound for the tourist hauler. The train is pushed into the yard, and the diesels are cut off and run around and joined to the empties. The train left in the yard will be forwarded to the docks by the Belt Line, which rosters five EMD switchers.

As air is pumped into the brake line, the BN's Tacoma switcher, SW1000 382, pulls into the yard, drops four cars next to a waiting TMBL switcher and couples onto a single Maersk articulated stack car. Our radio crackles as conductor Essensa has completed the inspection of the empties. The yellow Geeps push the cars out of the yard and toward the UP as BN's switcher follows and moves back into the BN yard.

Today, the CWWR will pick up six flatcar loads bound for Boeing's new Frederickson plant. The loads consist of three vats (half a vat per car) which will be used to dip an aircraft wing in paint. Once the six flats are in place, the train moves back onto home rails for the trip home.

The pull up Tacoma Hill is every bit as spectacular as it was under the Milwaukee Road, though yellow GP38-2s don't have quite the "character" of worn-out F-units. As the ascent begins, we traverse an impressive timber trestle, complete with an S-curve in the middle, over the rooftops of the city. Then it's around the tight curve at the Brown & Haley Chocolate plant and into the Interstate's concrete canyon. From there on up its a twisting, wooded gorge leading to a suburban cityscape. But when the weather is wet and the load heavy, like the days of Shays in the

KODACHROME- ED LIESSE



woods. The head end crew gets out on the front steps of the GP38s and "hand sands" the rails in the rough spots with cans of sand. Fortunately, we are spared that problem today.

At Frederickson Junction, the six loads for Boeing are set out, and the Mount Rainier Scenic tank car is spotted on the one empty leg of the wye. The tourist railroad will likely retrieve the car by running up from Elbe with their Alco S1 switcher Number 30.

After an uneventful return trip to Western Junction under clearing skies, the train is stopped on the main (page 60). Three bad order cars have been identified, and utilizing a passing track, they are set aside. The remaining 39 empties are then placed in the passing track, and the bad order cars and caboose are pulled to the junction switch and pushed into the yard. The 817 and 818 are tied up at the diesel service track next to Alco 684 at 3:30 p.m., and the train crew heads home.

KODACHROME MICHAEL D SAWYER

Diesels disappear, steam remains

Come July 1, 1992, the scene on the Chehalis Western will change dramatically as the railroad shuts down its log-hauling operations. In 1991 the railroad handled only about 4000 loads, compared to the 30,000 of 1985. The diesels will undoubtedly be transferred to other Weyerhaeuser operations, most likely Longview, at least initially. The tracks are to be left intact for future use when the nearby forests are again ready for harvest.

KODACHROME MICHAEL D SAWYER

IN A CLOUD OF BRAKESHOE SMOKE, the Tacoma Turn was descending Tacoma Hill with a trainload of logs in April 1983; the 817 and 818 (**left**) were climbing the hill on November 27, 1991. Alco 684 (**opposite top**) was at Essex on April 29, 1981, headed for the CM&E. The two Geeps (**top**) had a Vail Turn at Western Junction in April 1983.

About the only thing that will remain on the line will be the Mount Rainier Scenic Railroad with its handful of vintage diesels and three serviceable steam locomotives (Grays Harbor Porter 2-8-2 No.5, West Coast Special Heisler No.91 and Hillcrest Climax No.10). In 1990 Weyerhaeuser donated access to the City of Tacoma over the entire Tacoma Eastern line to Morton, which is used by the Mount Rainier Scenic. Tacoma is contemplating purchase of the 14 miles of Chehalis Western track between Tacoma and Frederickson to guarantee rail service to the Boeing plant through the City-owned Tacoma Municipal Belt Line Railway. The City is also considering a "Train to the Mountain" excursion train in conjunction with the Mount Rainier Scenic.

One of the founders of the Mount Rainier Scenic Railroad was George Weyerhaeuser, and the logging company and tourist railroad have had an excellent working relationship. When the Chehalis Western was in full operation, the Mount Rainier Scenic often ran special excursions and equipment movements over much of the Weyerhaeuser line. In addition to its original eight-mile tourist haul from Elbe to Mineral, it has also been running weekend steam-powered dinner trains down to the end of the line at Morton and recently organized a separate operation, the Chehalis-Centralia Railroad Association, which operates Cowlitz, Chehalis & Cascade Baldwin 2-8-2 No.15 between Chehalis and Centralia (see "The Medi-Flu 15" on page 56).

So, after July 1, 1992, you diesel fans will have to endure an occasional Porter Mikado instead of GP38-2s climbing out of Tacoma over that incredible S-curve timber trestle. Times, they are a'changing.

MAPS—USGS TOPOS
ATLASES—For Railfans

MAP PACKAGES AVAILABLE
FOR ALL RAILROADS
TELL US YOUR SPECIALTY
AND WE WILL SEND LIST

R S ENTERPRISES OF NJ, INC.
PO BOX 1691
WEST CALDWELL, NJ 07007

STEAM IN
THE WEST

THE OVERLAND ROUTE: UP By Krause & Grenard. Big power and long trains are a trade mark of this great America... See it in the last great days of steam and the transition to diesel, and the famed passenger fleet. 8x11, 00060.....$12.95

COLORADO MEMORIES OF THE NARROW GAUGE CIRCLE By Krause & Grenard, is crammed with equipment photos for railfans and modelers alike. Here is historic photo coverage of Colorado's narrow gauge circle from 1935 to 1960. Ride again through such famous towns as Salida and Alamosa, Durango and Montrose, Farmington, Ouray, Silverton, and the Monarch Pass. Discover what it was like to ride the San Juan and the famous Galloping Goose in all their glory. softcover, 00059.....$15.95

$10. minimum on VISA/MC/AMEX/OPTIMA Postage & Handling US $2. per book; Outside US $2. per book plus 20% for insured shipping. NJ residents add 7% sales tax. Canadians add 7% G.S.T. Please allow 4-6 weeks for delivery.

CARSTENS Publications, Inc.,
Book Department,
P.O. Box 700, Newton, NJ 07860

Markers

BY JIM BOYD

KODACHROME MIKE DEL VECCHIO

THE GHOST OF THE SUNKEN NYS&W Chinese 2-8-2 emerges from the depths of the Ramapo River at Oakland, N.J., in the form of the "141" number plate carried by deep sea diver Jim Boyd as its identical replacement, NYS&W 142 (former Valley Railroad 1647), passes overhead on May 23 with one of the four-times-a-day Butler to Campgaw public excursions operated over the Memorial Day weekend.

Steam on the Susquehanna

There is always something special about the "hometown" railroad. When steam disappeared from the Chicago & North Western and the Illinois Central back in the mid-1950s, my dream was to have steam return to a hometown road. By the time it did in the early 1980s, however, I had moved to New Jersey, and Dixon, Illinois, was no longer "home" when the C&NW hosted 4-6-0 1385, N&W 4-8-4 611 and NKP 2-8-4 765. In Jersey, however, I started right off with steam in the ol' hometown as NKP 759 sped over the DL&W Cutoff right past my new apartment in Andover in 1973.

While Newton, N.J., does not have a railroad within its limits any more (it was once served directly by the DL&W and closely passed by the L&NE, L&HR and NYS&W),

Rail Ventures

Great Gift Idea!

New! The comprehensive guide to train travel in North America, just released in its fifth edition. This invaluable reference gives you tips on how to make reservations and what kinds of services to expect; station information, maps, and photos; where to stay and what to do; and most importantly, minute-by-minute route logs so you'll know what you're seeing outside your window! Covers the United States, Canada, and Mexico, edited by Jack Swanson. "For a pleasant train-travel experience...pick up a copy of **Rail Ventures**," says *USA Today*.

Item #B903, 440 pages, 6x9" softcover. ***In stock now!*** **$14.95**

Please add $4.00 shipping per order, plus $1.00 for each additional item. Canadian customers add $5.00 shipping per order, plus $1.00 for each additional item. CA residents please add 8.25% sales tax. MN residents please add 6.5% sales tax. All other foreign customers add $10.00 per item.

Check or Money Order Visa/MasterCard

Order Line: 800-950-9333
24 Hours A Day FAX 818-793-3797

CALL OR WRITE FOR FREE CATALOG

Pentrex

P.O. Box 94911, Pasadena, CA 91109

we have come to consider the new Susquehanna — within earshot of town at Sparta Junction on a quiet night — as our hometown railroad. And while news of the railroad purchasing a steam locomotive was great, the "Moment of Truth" would not occur until steam once again rolled on up Sparta Mountain.

That event took place about 7:00 in the evening of Thursday, May 21, 1992. New York, Susquehanna & Western Mikado 142 passed through Sparta Junction en route from its new home in Utica, N.Y., to a month of excursions on the historic NYS&W trackage in New Jersey, which would begin over the Memorial Day weekend. The event was a bit less than fully satisfying, as the Mike was tucked behind two yellow and black diesels which were doing most of the work. But destiny had been fulfilled, and steam had returned to the hometown once again.

The story of the Susquehanna's 142 is pretty well known by now. Back in 1989 the Valley Railroad's Dave Conrad supervised the construction of two standard Chinese Class SY 2-8-2s in the Tang Shan locomotive works, one for the Valley Railroad and one for the Knox & Kane. They arrived in the U.S. on December 17, 1989, and went into service on their respective railroads in 1990.

The NYS&W soon decided to purchase an identical locomotive, and the "1698M" was fired up in China in December 1990. This was to become NYS&W 141, one digit higher than the last steam locomotive purchased new by the "old" NYS&W, a Baldwin 2-8-0 in 1908. Unfortunately, the new 141 was lost at sea in June 1991 when the Norwegian ship that was carrying it sunk in the Bay of Bengal. With the money from the insurance settlement, rather than ordering a new locomotive to be built in China, the NYS&W purchased the original Valley Railroad Tang Shan locomotive, which had recently been put up for sale. This locomotive became NYS&W 142 and made its move to its new home in January 1992 (May '92 R&R).

A steam locomotive lost at sea in the 1990s — the story was so inconceivable that you had to either laugh or cry. We opted to laugh. With my interest in diving and the potential of a sunken steam locomotive, there were some devious minds at work. Curt Katz started it off with his RAILFUN cartoon strip in the November '91 issue with "The Hunt for Red Mikado" and the NYS&W Historical Society's meeting in SCUBA gear. Then came our "141" marker buoy on a real sunken Conrail caboose in Pennsylvania and another cartoon in the January 1992 issue.

And a real, live Chinese Mikado in our own back yard was too good to pass up. When the 142 began its "*Butler Steam Express*" excursions for the Butler, N.J., Business Association, we had to honor the lost 141. The site was the Ramapo River at Oakland, N.J., where the NYS&W passes overhead on a handsome bridge. On Saturday morning, May 23, I donned my hardhat diving rig — complete with a helmet manufactured in China — and posed in the knee-deep water carrying a replica of the 141's front number plate, made up for the occasion. Thus, for the first time, the ghost of the 141 met the real 142, and the lost *Flying Dutchman* of the rails made its first appearance from the deep.

As Mike Del Vecchio is fond of saying at a times like this, "We're up to our ankles in wit." A look at me in my diving gear in the embarrassingly shallow Ramapo suggests that he isn't far from wrong.

Of course, Curt Katz has his own version of the story on page 37.

Four Days of Steam in Dixie

John Craft finally got to me. I'd known about his May weekend of charter runs for a couple of months and had pretty well written it off as too much time and/or too much money. But then came the phone call. "Not only will the Atlanta & West Point 290 have black tires, but they're going to put her proper headlight back in and get rid of that goofy twin sealed beam."

As I say, he got me. As much as I had liked the idea of restoring the A&WP 290, the image of white tires and that twin sealed beam headlight had kept me from even considering a trip to Georgia as a total waste of time and effort. Now, air fare on short notice would be prohibitively expensive, but Atlanta was "only" a two day drive, and there were some short lines that I wanted to tag along the way. A pending tax refund check cinched the decision.

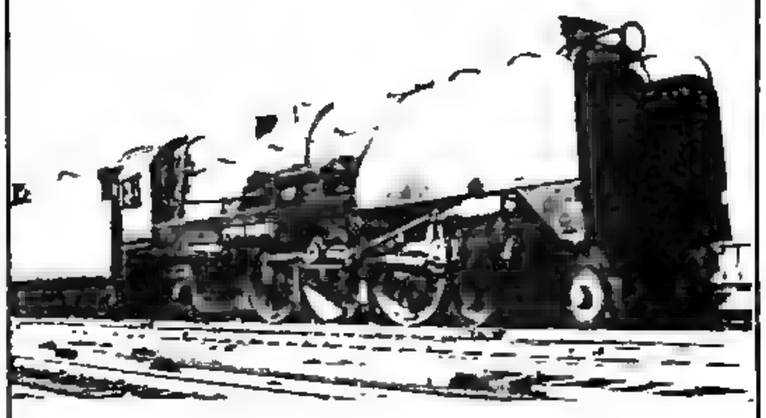
John signed me on for the weekend for a $250-dollar bill, and I headed south after work on Wednesday evening, April 29, spending the night near Washington, D.C. In Thursday's rainy weather, I tagged the RF&P and then CSX in the middle of Rocky Mount, N.C., including the Nash County's switchers, before heading on to hit the Dunn-Erwin's switcher and an early evening venture from Fayetteville to Aberdeen along the trainless Aberdeen & Rockfish. A visit in the office with A&R President Ed Lewis continued until well after dark, when I went up to Star, N.C., for night shots of the Aberdeen, Carolina & Western—back in the late 1960s, I had done a similar night shot there of a red and gray Norfolk Southern Baldwin. I tied up in Hickory, N.C., well after midnight.

Friday morning, in screaming sunshine and wonderful spring foliage (it was still "winter" back in Jersey), I chased the red and gray CF7 of the Carolina & Northwestern through some fascinating scenery and into the picturesque mill town of Lenoir. I then had to spend the afternoon hammering the Interstates through the Smokys and down to Chattanooga to get there in time for the night photo session at the Tennessee Valley Railroad Museum with rebuilt Army 2-8-0 610 and Southern 2-8-0 630.

On the sunny Saturday morning of May 2, John Craft's charter photo freight left TVRM's East Chattanooga depot promptly at 8:00 a.m. with the handsome rebuild of the originally-ugly U.S. Army 2-8-0 610 leading a four-car freight consist with 25 photographers and all their gear crammed into the NC&StL drovers caboose. That 1952 Consolidation (the last steam locomotive built for a U.S. customer by Baldwin-Lima-Hamilton) certainly proved to be the *loudest* 2-8-0 in captivity with an authoritative exhaust that would put a Reading T1 to shame. The morning was spent making numerous photo runpasts with the freight consist on TVRM's excellent 40-m.p.h. right of way that includes the pre-Civil War tunnel that the Andrews Raiders were trying to reach and blow up when they stole the Western & Atlantic 4-4-0 *General* at Big Shanty, Georgia, in April 1862 and began "The Great Locomotive Chase" (the raid which resulted in Andrews' men receiving the first Congressional Medals of Honor).

BACK IN PRINT!!!
The Route of Phoebe Snow
by Shelden S. King **$24.95**
This 192 page soft bound volume has been reprinted on high quality paper and now includes color covers. It contains 235 B&W photos, several maps, plus timetable and flyer illustrations. This book was last published in 1986 in a limited run. See the Lackawanna Railroad in both steam and diesel days. Also included are electric operations. The entire railroad is portrayed with many shots in western New York State.

NEW BOOK!!!
Pennsy K-4's Remembered
by Frederick A. Kramer **$6.95**
A new 32 page look at this classic locomotive with 63 black & white photos in both portrait and action views. The photos range system-wide and also include the locos on the PRSL, NY&LB and on lease to the LIRR.



Other books also available

Electric Trains To Reading Terminal **$17.95**
by Wes Coates...112 pages on the Reading's commuter operations in the Philadelphia area.
The Handsomest Trains In The World **$15.95**
by Greenberg & Kramer...120 pages, over 150 photos on Lehigh Valley RR passenger service over the years.
The Northeast Railroad Scene series by Bob Pennisi (a brief look before Conrail)
Vol. 2 Lehigh & Hudson River **$4.00**
Vol. 4 Erie Lackawanna **6.50**
Vol. 5 Jersey Central..... **6.00**
Vol. 6 Penn Central **10.00**
The Morristown & Erie Railway by Pennisi 48 pgs, 89 photos (4 in color) map **8.95**
26 Miles To Jersey City by Pete Komelski 64 pages of CNJ stations & trains with 130 B&W and 6 color photos **8.95**
Lehigh Valley Passenger Cars by Mickey & Warfel..64 page huge 11x17" book of car plans in full HO scale + 31 photos,maps & full color covers**$13.95**
Railroad Stations Of New England Today-Vol. 1 The B&M by Mark Beauregard 72 pages with over 190 photos **7.95**
One Day, One Conductor by E. Kennedy, Jr. A photo essay of a NJ Transit conductor on former DL&W electrics..... **5.00**

Catalog....$1.00 (free with order)Our catalog lists other publishers books, plus a large selection of Video & Audio tapes and Misc. railroadiana and: Photos...$2.00 each. catalog lists over 5500 different steam, diesel, electric & trolley photos printed on 8x10 paper. These are the same quality photos we have been selling in area hobby shops since 1975. A new catalog is issued each March.

Orders under $25.00 add $2.00 postage & handling. New Jersey residents add 7% sales tax. Dealer inquiries invited. Foreign orders add 10% (minimum $3.00)
(Allow up to 4 weeks for delivery)

Dealer inquiries invited
New Jersey residents
add 7% sales tax

Dept. R
PO Box 114
Flanders, NJ
07836

RAILROAD AVENUE ENTERPRISES

When the freight run was completed with a runby out of the Civil war tunnel, the group was gathered up by an MRS1 with the caboose while the 2-8-0 took up its duties for the rest of the day on TVRM's regularly scheduled passenger trains as the weather began to deteriorate.

"Sun"day lived up to its billing as the day dawned clear in Atlanta, though a weather front was threatening. We boarded a train of four heavyweight passenger cars behind the New Georgia Railroad's Atlanta & West Point Lima 4-6-2 290 — looking for the first time since her restoration like a real "in-service" locomotive with black driver tires and her proper single-reflector headlight. The first perfectly lighted runbys and roster pose on the connection between the old Georgia Road and Seaboard Air Line at Belt Junction left everybody very relieved with regard to the weather. "Whatever happens for the rest of the day, we've 'Got The Shots!' "

We did another runby at Emory depot and three more on a Seaboard trestle west of there. Heading back toward the Georgia Road, we got laid up by a traffic jam at the CSX intermodal yard — it lasted just long enough for the brief cloudy weather front to pass through and leave us with unobscured sunshine for the afternoon runbys near Howell Interlocking with the Atlanta skyline in the background.

After celebrating with a Chili-Mac at a Steak 'n Shake on the north side of Atlanta, I tied up Sunday night back in Chattanooga. It seems that Norfolk Southern had been busy up in Tennessee over this same weekend with TVRM's Southern Mikado 4501 running out of Johnson City and N&W streamlined Class J 4-8-4 611 running out of Bristol. As if planned for my personal convenience, the 4501 would be ferrying back to Chattanooga from Knoxville on Monday, and the 611 would be moving from Bristol to Roanoke on Tuesday. I would be able to follow up two days of steam with two more right on the way home!

The Monday move with 4501 began with a rather long wait at Louden, Tenn., on the Southern Knoxville-Chattanooga main line. The 4501 was just out of radio range, and we later learned that it had been stopped for a maintenance window at a place called "Boyd." Hmmmm...

Meanwhile, I was joined at Louden by the one other motorcader, Nils Huxtable from Vancouver, British Columbia, who had been here for the Craft charters, as well. We had a nice long chat while we waited for the track gangs to get out of the way and the 4501 to finally show up with a neat little train consisting of the black six-wheel truck water canteen, three hoppers and a bay window caboose. The green and gold Mike really scampered down the railroad when not interrupted by more maintenance windows. We finally gave up when we settled down in the middle of Riceville for a two-hour wait. It was another beautiful day to drive the Smokys, and I tied up that night again in Hickory.

A cloudy early morning drive north got me to Glade Spring, Virginia, to find N&W 611 nose-coupled to a gondola car switching at the Saltville wye. In reality, an SD40-2 behind the canteen was doing the switching, clearing covered hoppers off the wye so the 611 could be turned eastward. The wye at Bristol cannot handle the 611, and on this ferry move the passenger consist had come up from Bristol with the SD40-2 pulling the backwards 611 which was nose-coupled to its gondola load of coal ahead of the passenger cars. They coaled the 611 with a Burro crane at Glade Spring, turned on the wye and reassembled the train with the J up front followed by the SD40-2, gondola and 17 passenger cars. The weather was overcast with a few spots of sunshine, but the photography proved worthwhile — particularly on the backwoods summit between Max Meadows and Pulaski, one of the few places where the 611 really had the opportunity to work hard.

The day wrapped up for me at Salem, just outside of Roanoke, where an SD50-powered coal drag slid past on the old Virginian shortly before the 611 made a rousing start-up away from an interlocking signal on the paralleling N&W. After four days of steam on four different railroads with four different

Switch List

CLASSIFIED ADVERTISING: 48 cents per word, minimum order $5.76. Count all initials, abbreviations (COD, SSAE, PO, 8mm, 5×7, it's, etc.), numbers and address components as one word. Zip code free. Fourth consecutive insertion of same ad free upon request. Classified ads are payable in advance, and payment must accompany ad copy. Ads will be placed in category deemed most appropriate; requested categories will be considered. Ads using a PO Box number must supply a street address for our records. Classified ads are non-commissionable. CLOSING DATE: 10th of month three months preceding date of issue, i.e. Feb. 10 for May issue. Send all classified ads to: RAILFAN & RAILROAD, CLASSIFIED AD DEPT., PO Box 700, Newton, NJ 07860-0700. Ads sent to other departments may be delayed or lost. All ads are subject to the approval of the publisher. Ads are set in standard 6pt type with first word capitalized. Large type bold face classified ads are available at $1.15 per word, minimum $13.80.

ANNOUNCEMENTS

AUGUST 22, 1992, Atlanta, Georgia, Southeastern Railroadiana Collectors Fifteenth Annual Railroadiana/Model Train Sale and Trade Show, over 350 tables. Georgia International Convention and Trade Center, South of Atlanta Airport, adjacent Hyatt Atlanta Airport. 9:00 A.M. to 4:00 P.M. Admission $3.00, tables $30.00. Information LSSAE Martin, 4183 Paran Pines, Atlanta, GA 30327. 992

FAREWELL SPECIAL trains, October 6-10, 1992 from El Paso Texas on the Mexican Northwestern Railway to Madera and La Junta. Also 80th Anniversary of the opening of the line. The special includes a gondola, open window coach, first class coach. Shop tour, CAB and caboose rides. Five nights lodging and 11 meals, $595.00. Another railroader tour from the Mexican Rail experts. LSSAE to: Let's Travel Tours, PO Box 2768-CC, Riverside, CA 92516. 892

TENNESSEE VALLEY RAILROAD - Largest operating historical railroad in the southeast. Authentic 1930's short line steam passenger operation. Working shop, operating turntable, static equipment exhibits. Open weekends thru November, daily June-August. Write for details on October mainline steam excurtions: 4119 Cromwell Road, Chattanooga, TN 37421. Phone 615-894-6028. 1192

11 ANNUAL RAILFANS WEEKEND - August 15-16, 1992 Crossroads Village & Huckleberry Railroad, Flint, MI. Saturday: Morning Railfans Special with photo runbys. Regularly scheduled runs on the hour. Featuring Denver & Rio Grande #464. Restoration shop tours, Swap Meet and after dark photo session. Sunday: Restoration shop tours, regulary scheduled runs on the hour and early evening Railfans Special with photo runbys. For information call: Genesee County Parks & Recreation Commission. 313-736-7100. 892

LEARN TO DRIVE steam locomotives on Welch narrow gauge tourist railway. One-week or one-day courses. Details: Ralph Holzwarth, PO Box L, Niverville, NY 12130. 518-784-3255. 892

EXCEPTIONAL! Reading T-1 Northern #2112's headlight, number board, whistle, with original Reading crate, waybill, purchases documents. Also: 17" top-mount bass bell, C&S 5-chime steptop whistle. Bids for all or any by August 15th considered. SSAE to: McCabe, Box 678, Chicago, IL 60690-0678. 992

KENTUCKY CENTRAL RAILWAY; Steam powered, spectacular, 100 mile roundtrip from Paris, overnight in Maysville, with side trip to historic Washington, October 10-11. Sixty mile roundtrip, Paris to Ewing, November 7. Santa Express to Maysville, December 12. Scenic horse farms along the Bluegrass Route. SSAE to: Shirley Ross, 1749 Bahama Rd., Lexington, KY 40509. 606-293-0807. 1192

GREENSBORO, N. C. 3rd Toy & Train Show, August 15-16; Greensboro Coliseum Complex, 1921 West Lee St., Model Trains, Collectible Toys, Etc. Saturday 9-4, Sunday 10-4, daily admission $4.00, tables $25.00 each. Information: Carolina Hobby Expo, 704-786-8373. 892

BOOKS & PUBLICATIONS

RR BOOKS FOR SALE, some fiction. Send LSSAE ($.58) for list to: David Graeber, PO Box 802, Citrus Heights, CA 95611-0802. 892

FROM COAL TO GLORY Vol. II, "The History of the Huntington & Broad Top Mountain Railroad & Coal Co.", 128 pages. Send $13.50 plus $1.50 handling to Baughman & Morgan, PO Box 188, Saxton, PA 16678-0188. 892

"TURBINES WESTWARD", Union Pacific turbine story. 184 pages, 325 photos, $32.00 softcover, $42.00 hardcover postpaid U.S.A. Lee Publications, Box 412, Clay Center, KS 67432-0412. 892

CAJON, TEHACHAPI, UP'S AFTON CANYON. Complete maps/guides include directions, photos, rosters, radio frequencies, motels, camping and much more. $11.00 each or all 3 for $27.00 and receive an 8x10 of 3751 in Cajon Pass. Steel Rails West, PO Box 59117-P, Norwalk, CA 90652-0117. 892

HOW TO FIRE steam locomotives and two short railroad stories. Thirty pages $6.00, postpaid to: Bill McGee, 1028 O'Callaghan Drive, Sparks, NV 89434. 892

FREE BROCHURE listing retired SP engineer Dick Murdock's popular railroad books now on sale. Box 1346, Ross, CA 94957. 193

CALIFORNIA FIELD GUIDES: Cajon, Donner, Keddie, Tehachapi, more. Southern, $15.00; Northern, $10.00; $1.50/order postage. CA 7.5% tax. Satisfaction guaranteed. SSAE for map list. Jason Paul Karazian, Box 476, Ridgecrest, CA 93556-0476. 1092

NEW, NORFOLK & WESTERN BOOK, 90 pages, 48 photographs, 42 headings. Check or MO $11.00 to: Paperback Exchange, 5301-C Williamson Road Plaza, Roanoke, VA 24012. 892

COMPLETELY REVISED CALIFORNIA REGION TIMETABLE #3: This Railfan Timetable is the complete trackside reference guide. Like employee timetables, has all Class One mainlines and branchline stations, map, talking detectors, frequencies, freight symbols, signals, helper districts and more. Includes passenger equipment. California $13.50, Northwest (WA/OR/ID) $13.25, Southwest (AZ/NM) $9.00. (postpaid) Altamont Press, PO Box 754-R, Modesto, CA 95353-0754. 892

BUSINESS OPPORTUNITIES

LET THE GOVERNMENT FINANCE your railfanning or modeling related small business. Grants/loans to $500,000. Free recorded message: 707-449-8600.(LR3)193

FOR SALE

CABOOSES AND FAIRMONT MOTORCAR, Shoppers send SSAE to: A.S.F.R.R., PO BOX 2019, Fairfield, IA 52556. Serious buyers call: 515-472-2020. 992

MISCELLANEOUS

PHOTOS? Create your own custom placemats/brochure. Magic Moon Designs, Box 1437R, York Beach, ME 03910. 1092

UNIVERSITY OF RAILROADING©graduate diplomas, $5.00; T-shirts $9.00, sweatshirts $17.95, all sizes children and adult, (XXL/XXXL add $2.50) plus $2.00 shipping. Box 10, Russell, KY 41169. 892

locomotives, the eight-hour drive home was well worth the effort. Not bad for 1992.

Silent Night — *Not!*

Back on Christmas Eve 1957, O. Winston Link made what is probably the most famous single steam locomotive recording of all time. It was at Rural Retreat, Virginia, on the Bristol-Roanoke line of the N&W. At 9:37 in the evening Mrs. J.E. Dodson was playing Christmas carols on the chimes of the Lutheran Church as N&W train No.42, the *Pelican* from New Orleans to Washington, was approaching behind Class J 4-8-4 603. As "Silent Night" fills the air from the church, the 603 can be heard rumbling into town, its deep whistle a perfect counterpoint to the crisp chimes. The crossing bells clang their warning, and the J rushes in for the station stop. The voices of Christmas greetings can be heard before the vestibule traps snap shut and the J whistles off. The exhaust is magnificent as the J lifts its train into the Christmas Eve hills and the valley is once again left with the seasonal melodies of the Lutheran Church chimes.

That crossing and the Rural Retreat depot are still there today, although the structure is boarded up and a bit the worse for wear. Around mid-day on May 5, 1992, I was quite willing to pass up potentially more photogenic spots to be able to relive O. Winston Link's Christmas Eve as the 611 was headed through Rural Retreat in the same direction as the recording. A photo on the dust jacket of Link's record, *The Fading Giant*, had even given me an exact image to duplicate, and I stood as near as I could to his 1957 location.

But as I arrived in Rural Retreat just past the lunch hour, instead of "Silent Night" on the church chimes, I was greeted with the overpowering *BRRRRRAAAAAAPPPPPP* of a power company tree limb chipper right across the street east of the depot. Fortunately, just before the train showed up, the

next in month RAILFAN & RAILROAD

• HOME OF THE STACK TRAINS: Dave Crammer gives us an inside look at the K-Line container terminal in Long Beach, California.

SEPTEMBER 1992 ISSUE ON SALE AUGUST 1

SP LOCOMOTIVE ROSTER. Computer Database for IBM compatibles. Printed version also available. $10.00 each, postpaid. SSAE for details. Slates Products, PO Box 4375R, Walnut Creek, CA 94596. 1092

STOP PAYING full price for travel! 50% off! Free details. Broadnax Travel Services, Route 5, Box 125, Reidsville, NC 27320. 892

CASTINGS: Steam/Gas, motor blocks, heads, water pumps, pistons, wheels, and all cast parts; patterns castings and machine. Alloy cast iron, steel, aluminum and bronze. IFT/USA, 1219 Kessler Dr., El Paso, Texas 79907-1702 USA. Attn: Valdor D. Blazer, phone no. 915-595-1277. Fax no. 915-595-3167. 892

RAILROADIANA

HAT PINS AND PATCHES - Our own unique line of over 600 items. Lionel licensee. Lowest prices on custom work. Catalog and free patch, $3.00. Dealer inquiries invited. Mid-Michigan Hobby Supply, PO Box 1851R, East Lansing, MI 48826. 517-485-2633. 11TF

CHINA, LANATERNS, keys, locks, paper. Multi-page list #10 SSAE. TSK Railroadiana, 35 Snow St., Hoosick Falls, NY 12090-1332. 892

DINING CAR CHINA, glasses, silver, cloth. Annual reports, timetables, rules, menus, magazines, Pullman items. 52¢ stamps on SSAE brings you big list! James McClellan, 1752 S. Wichita, Wichita, KS 67213-5196. 293

C.B & Q. OTHER MEMORABILIA. LSSAE for list. Bob Aldag, 7620 Harmony Place S.W., Tacoma, WA 98498-6608. 992

RAILROAD PHOTOS & SLIDES

PHOTOS & SLIDES - This is our fourth catalog of slides and color prints of more than 1,500 views of all major railroads, Short Line, industrials, freight cars, piggy-back trailors and maintenance of way equipment. Send $3.50 ($5.50 overseas) for our 28 page catalog and one 3" x 5" photo. Rail Photos Unlimited, PO Box 2306, Joliet, IL 60434. 10TF

QUALITY DUPLICATE COLOR SLIDES. Twenty action slides per set, $11.00. Sets include Amtrak Heritage, BN, CB&Q/C&S, FW&D, Milwaukee, Mopac, OK&T, SP and UP, two or more sets of AT&SF, CRI&P, D&RGW, Frisco, Katy and KCS. List and sample $1.00. Trackside Slides, Dept. RF, 245 SE Robin Road, Bartlesville, OK 74006-2120. 892

B&W/COLOR lab services for railfans. Highest quality, lowest cost. D.P.P., Box 1041, Millbrook, NY 12545. 1092

MILWAUKEE STREETCAR, original negatives prices $10.00 to $12.00 each. No phone calls. List $1.00. Meyer, 128 Corner St., Watertown, WI 53094. 892

ORIGINAL DIESEL SLIDES; 1980's/90's. No list, approval information LSSAE to: RFM, Box 750, Dunnigan, CA 95937-0750. 693

OVER 18000 TRAIN DEPOTS for sale. Send $1.00 for list of your state. Roberta Niesz, 1715B Ave. N.E., Cedar Rapids, IA 52402. 892

ORIGINAL Kodachromes, A&BB, D&SNG, N&W, OHCR, SOU, W&LE. List, sampels, $2.25. Smith, 246 Middlefield, Akron, OH 44312. 1092

ORIGINAL KODACHROMES send on approval. NYCTA, SIRTOA, NJ Transit, Amtrak, SEPTA, LIRR. Harold A. Smith, Box 3510, Ridgewood, NY 11386. 1092

LIGHT RAIL REVIEW 3: 8x12, 80 pp. photos, some color. New UK systems, Zurich, Amsterdam, Hiroshima, Karlsruhe, $16.95 pp. Vol 1, $13.95 pp. Vol 2, $16.95 pp. The Map Factory, Box 12629, Seattle, WA 98111-4629. 892

SWISS RAILWAY LOCOMOTIVES AND RAILCARS 6x8, 176 pp. photos, 32 pp. color. Lists and all classes of locos and M.U.s. Includes independents, museums, $20.95. The Map Factory, Box 12629, Seattle, WA 98111-4629. 892

C&NW system duplicate slides, photos. Diesels of C&NW, RTA, METRA. Freight cars of C&NW, CGW, M&STL, FDDM&S. List $2.00. Patrick Murphy, 455 Iverson, Rhinelander, WI 54501-2836. 992

RAILROAD SOUNDS

HIGHEST QUALITY STEAM and diesel train sounds — audio cassettes and compact discs. Send large SSAE for current catalog to: L&H Railsonics, PO Box 160525, Cupertino, CA 95016-0525. 1292

"RIDING IN AN OPEN VESTIBULE" a new CD featuring 60 plus minutes of spectacular sounds of railroading around the USA, recorded, edited, mixed digitally. $16.95, $3.00 shipping. NJ residents 7% tax. Quiet Please Recording, Box 46, Hasbrouck Hgts., NJ 07604. 1092

SANTA FE STEAM SOUNDS: From 1950: 2-10-2, 2-8-2, 0-8-0, 4-6-2, 4-8-4, more. Cassette mono tape, 45 minutes with descriptions. $10.00 postpaid. Stan Kistler, Box 977, Grass Valley, CA 95945. 1192

RAILROAD VIDEOS

RAILROAD VIDEO RENTALS: Practical, inexpensive, 600 titles. Information and complete video list 50c. Clear Signal Video, Box 418-R, Sharpsburg, MD 21782 9TF

NINETY MINUTES OF NORFOLK Southern Hopper Trains, coal trains, CN02's and Yard Work. VHS only, $19.95. NW Sales, Box 1945, Washington, NC 27889. 892

"THE LAST TRAINS OF HAWAII". 29 minute VHS video of 1966 color, sound film on 3 foot gauge Kahului Railroad, island of Maui, $45.00 postpaid. For more information, see our ad, page 49, January, 1992, Railfan & Railroad, or send for illustrated sheet. Nat Whiton, Jr., Dept. N, PO Box 11164, Lynchburg, VA 24506. 892

"RAIL FREIGHT ACTION—1991" — Two hour VHS video. Crisp, colorful images. Over seventy locations, ten engine logos, seven 100 plus car trains. Some steam: #2102, #1225, #1218, #765, $16.50 postpaid. MenkelSounds, Box 195S, Rutherford, NJ 07070-1951. 992

PIKES PEAK COG RAILWAY - 40 minutes of world's highest cog railway including rotary snowplow, Baldwin steam locomotive and other historic equipment. $22.00 postpaid. M&PPRY, PO 351, Manitou Springs, CO 80829. 892

"OLD IRON HORSES NEVER DIE", a visit to six Northern California Steam Trains. From settings as diverse as towering mountains, fertile valleys and rugged seacoasts, antique rod and gear drive locomotives of the; "California Western", "Roaring Camp and Big Trees Narrow Gauge", "Sacramento Southern", "Sierra Railways of California", "Yosemite Mountain Sugar Pine", and "Yreka Western" railroads steam along scenic and historic routes as they transport rovers of today nostalgic journeys into yesterday. Includes a concise pictorial explanation of how steam engines operate and a brief history of each railroad, but the primary emphasis is on the sights and sounds of steam locomotives in action. Narrated. HI -8 Video edited on professional equipment. Approximately 70 minutes in length. $31.95 delivered. VHS only. T.R. Shannon Enterprises, PO Box 5, Mokelumne Hill, CA 95245. 892

WANTED

WANTED: "RAILROAD MAPS", by Mac Publishing Inc., Circa 1980. Need "Midwest" and "Prairie" editions only. Al Dicenso, 875 Holly Drive So., Annapolis, MD 21401. 892

WANTED: Anything pertaining to the E.J.& E. RR at Joliet, IL. Gene Hicklin, 220 Quincy, McCloud, CA 96057. 992

WANTED: Any items or information pertaining to the Tennessee Central Railway. Larry Rotters, 308 May Hill, Sweetwater, TN 37874-2710. 892

STEAM, DIESEL, ELECTRIC locomotive builder's and number plates, especially F-M Trainsmaster, Alco PA's, FA's DL109's, Lima-Hamilton, BLW cab units. Ron Muldowney, 52 Dunkard Church, Stockton, NJ 08559. 609-397-0293. 992

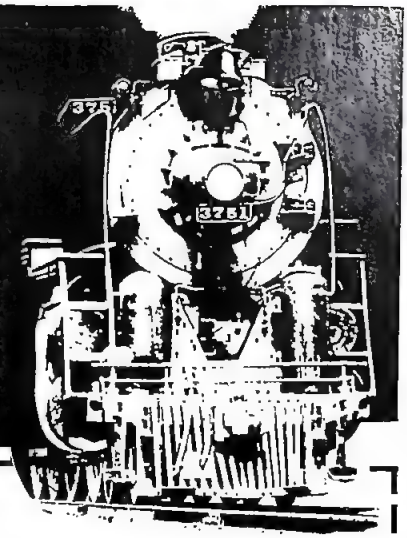
WORLD WAR II aviation memorabilia and artifacts. Jon Anderson, 9995 SW 66th St., Miami, FL 33173. • 892

NYC HUDSON and Mohawk Division photos, documents, ett. drawings, etc., loan or purchase, for developing history. Jack Shufelt, 2401 Golden Shore Dr., Fenton, MI 48430-1058.1192

SUBSCRIBE TODAY! and Enjoy!

Join the railfans who subscribe and enjoy every issue of RAILFAN & RAILROAD. We look at the rail hobby the same way you do and have the finest authors in the field to share their individual perspectives on the railroading of today, yesterday and tomorrow—all from the varied viewpoints of involved hobbyists. Subscribing saves you money and guarantees you won't miss an issue. Join us.

Charge it on your Am Express, Optima, MasterCard or VISA!



RAILFAN & RAILROAD
Subscription Dept. 1429
P.O. Box 700
Newton, NJ 07860-0700

TO SUBSCRIBE, Mail this form with the following information:
☐ New Subscription
☐ Renew present subscription

U.S.A. Subscription Rates:
☐ 1 Year $25. ☐ 2 Years $47. ☐ 3 Years $67.

CANADA:
☐ 1 Year $31.
☐ 2 Years $59.
☐ 3 Years $85.

FOREIGN:
☐ 1 Year $33.
☐ 2 Years $61.
☐ 3 Years $91.

includes NJ Sales Tax and Canadian GST

Name _____

Street _____

City, State, Zip _____

Payment by: ☐Check ☐Money Order
☐ AmEx ☐ Optima ☐ MasterCard ☐ VISA

CARD NUMBER EXPIRATION DATE _____

SIGNATURE _____

If you don't want to mutilate your magazine, send your order and remittance in a letter

utility men finished their work and moved away from the tracks.

As the deep whistle of the J announced the approach of the train, a Toyota and a UPS truck rumbled over the crossing just as the tingers lit off. The J was drifting at 40 m.p.h. without a trace of stack sound — though the rich echo of the whistle off the lineside buildings was superb. The fireman nailed just a momentary puff of black smoke for me as the J breezed almost noiselessly past (page 73).

Oh well, there was still the eastbound grade that can be identified so clearly in Link's recording. The coaches whizzed past, modern welded rail denying even a *clickety-clack*. As the last car cleared and the rush of the train died down, I listened for the Link exhaust against the hill.

What I heard, however, was a half dozen redneck pickup trucks snarling across the tracks and beating their way up the hill to the north, while a lady across the street from the depot began pounding on the most obnoxious auto horn I've ever heard trying to wake the dead in an upstairs apartment. There wasn't even a trace of smoke from the J and not even a distant whistle as Rural Retreat returned to its noontime clamor.

Well, so much for O. Winston Link and "Silent Night." Thomas Wolfe would probably be more appropriate. You really can't go home again — at least not to Rural Retreat in the middle of the day!

RAILFAN & RAILROAD Advertising Index for August 1992

A–B

A&R Systems, Inc. 39
Andover Junction 37
B.R.M.N.A. 34
Barnard, Roberts & Co. 13
Berkshire Videography, Inc. 37
The Book Depot 42-43
BV&M 8

C

D. Carleton Railbooks 39
Carstens Publications, Inc. 19,21,29,32,40,68,69
Casey Jones 6
Charly's Slides 29
Colorado Railroad Museum 32
Communipaw Commemorations 39
Conway Scenic Railroad 29
Crestline Studios 29
CTC Board/Hyrail 14

D–E–F

The Depot Attic 21
John Derr 8
Des Plaines Hobbies 38
DPA-LTA Enterprises, Inc. 13
Durango and Silerton RR 33
East End Productions 24
Fallen Flags 16
Forrester Communications 22
Four Ways West Publishing 36

G

GNP Publications 6
Golden Spike Enterprises 12
Goodheart Productions 25
Green Frog Productions 10,11

H

Hamilton Agency 17
Head of Steam 26
Herron Rail Services 12
Hi-Iron Railroad Videos 38
Hobbyland 33

I–J–K–L

Identity Check Co. 13
JMJ Productions 27
KL&L 29
Stan Kistler 30
M.F. Kotowski Railroad Art 38
Lakme Press 25
Leanin' Tree 28
Carleton F. Loucks 7

M

Mainline Steam Tours 29
Mark I Video 33,41
McMillan Publications 24
Medved's 33
Greg Monroe 28
Morning Sun Books 35
Moviecraft, Inc. 21

N–O–P

National Railway & Historical Soc. 22
Neff Video Productions 32
Nestle's Railroadiana 21
Old Line Graphics 19
OM&C Video Productions 21
Omni Publications 36
Pacific Fast Mail 14
Pentrex ..... 33,68,Cover III,Cover IV
Piets Express 19

R

RS Enterprises of N.J. 68
Railfan & Railroad 30,72
Rail History Prints 30
Rail Heritage Publications 34
Rail Plaque 30
Railroad Avenue Enterprises 69
Railroad Video Productions 18
Rails 'N' Shafts 15
Railway & Locomotive Hist. Soc. 40
Raritan Bay Hobbies 6
Revelation Audio-Visuals 28
W.N. Rich 20
Ben Rohrbeck 35
Ron's Books 23

S

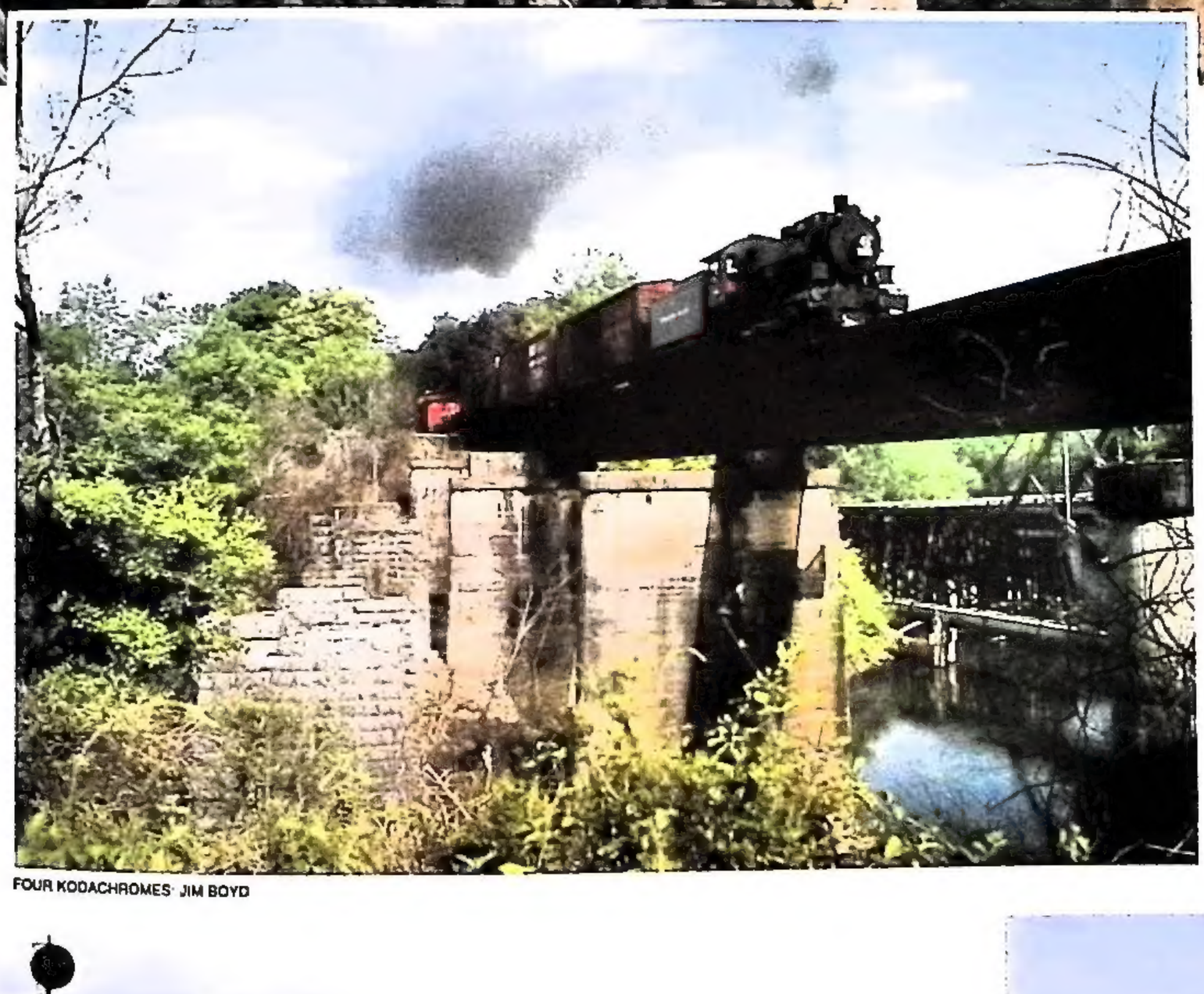
Scanner World 35
Jon Schaub 29
Greg Scholl 31
Schrader Enterprises 34
Sharpe Productions 32
Steam Train 20
Gary Sturm 21
Sundance Publications 16

T

TLC Publishing 16
Trackside Prints 29
Trackside Video 7
The Trainshed 36
The Train Station 20
Trains Unlimited, Tours 13
Transit Gloria Mundi 39
Trolley Talk 41

U–V–W–Z

Laurence Veysey 34
Video Classics 36
Video Rails ..... Cover II,3
Wallin's Slide Approvals 35
WB Video Productions 22
G.C. Wineholt 28



FOUR DAYS OF STEAM IN DIXIE began with 2-8-0 610 (**left**) with a chartered photo freight at the Tennessee Valley Railroad Museum on Saturday, May 2, 1992, making numerous runbys such as this one over the Chickamauga Creek bridge. Those abandoned piers in the foreground are the old Western & Atlantic Civil War main line bridge that was a target of the Andrews Raiders. The next day, the New Georgia Railroad's Atlanta & West Point 4-6-2 290 made a chartered passenger run around Atlanta on CSX trackage. Again, there were numerous photo runbys, including three on the old SAL South Peachtree Creek bridge (**above**). This was the 290's first outing since restoration with her correct single-reflector headlight. On Monday, May 4, Southern 2-8-2 4501 was galloping through Sweetwater, Tenn., (**below**) on a ferry move with three hoppers and a caboose on the SR main line from Knoxville to Chattanooga. On Tuesday, N&W Class J 4-8-4 611 breezed through Rural Retreat, Va., (**below left**) on a ferry move with passenger equipment from Bristol back to Roanoke on the old N&W Radford Division.

FOUR KODACHROMES· JIM BOYD

KODACHROME: REGGIE McGEE

KODACHROME: GREG NAZAROW

WHEELING & LAKE ERIE high-hood GP35 2662 showed off its new W&LE paint scheme at Brewster, Ohio, on April 12. VMV Enterprises of Paducah, Kentucky, applied the paint and also rebuilt the unit's prime mover. W&LE's Brewster Shops performed additional work before 2662 was released for duty. As additional W&LE units get the new paint, their run-throughs on Sand Patch Grade should attract more attention than the trains run there by CSX. See page 45.

Railnews

READING & NORTHERN U23Bs 2398 and 2399 showed off their newly applied Reading yellow and green paint while leading a train of empty coal hoppers toward Tamaqua, Pennsylvania, on May 1. See page 46 for details.

KODACHROME: KERMIT GEARY, JR.

D&H GP38-2 7303 was passing Packerton, Pennsylvania, on April 15 wearing a new D&H "lightning stripe" paint scheme that was applied by owner CP Rail. See page 47.

TWO HORSESHOE KODACHROMES: R.J. BURG

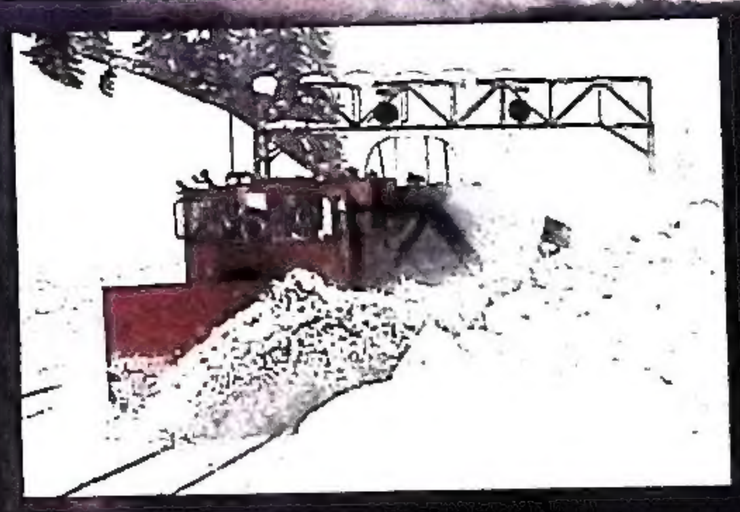
HORSESHOE CURVE made local headlines during the weekend of April 24-26 with the opening of the renovated Horseshoe Curve Visitors Center. The centerpiece of the new site is the inclined plane featuring enclosed trams (in Tuscan and pinstripes!) that transport visitors up to the trackside viewing area (**right**). Conrail did its part on Saturday by sending 37 freight, passenger and light helper moves over the Alleghenies between 10:00 a.m. and 6:00 p.m. An added attraction was SD40-2 6373, which the Juniata Shops had already painted up with a special Olympic Road Trials banner. It was photographed on April 18 at Horseshoe Curve (**above**). See page 47.

DONNER

ACROSS DONNER SUMMIT

SOUTHERN PACIFIC LINES

Three Years In The Making!



Between Roseville, California, and Sparks, Nevada, lies one of the most difficult sustained climbs in American railroading, the Donner Summit route. This 140-mile stretch of Southern Pacific double-tracked mainline routinely challenges trains to 2.3 percent grades on its 85-mile eastbound climb to the 7,000-foot elevation at Donner Summit.

The trains face steep grades, sharp curves and cruel weather on their way over the Sierra Nevada Mountains. Helpers are required in both directions. During the winter months, the obstacles are staggering.

Pentrex captures the struggle as we see flangers and spreaders at work clearing the line of accumulated snow. You'll see freight and passenger trains rolling over Donner in bitter snowstorms and as clear skies brighten the surrounding snowcover.

Our host and personal guide through this exciting two-hour presentation is noted railroad photographer and historian, Richard Steinheimer. Join Pentrex as we witness the majesty of nature and efforts of indomitable will that keep the trains rolling over SP's Donner Summit.

PEN-DONNER Two Hours $39.95

Check or Money Order
Visa/MasterCard VHS or BETA

Please add $4.00 shipping per order, plus $1.00 for each additional tape. Canadian customers add $5.00 shipping per order, plus $1.00 for each additional tape. Calif. residents please add 8.25% sales tax. MN residents please add 6.5% sales tax. All other foreign customers add $10.00 per tape.

Order Line:

800-950-9333

24 Hours A Day FAX 818-793-3797

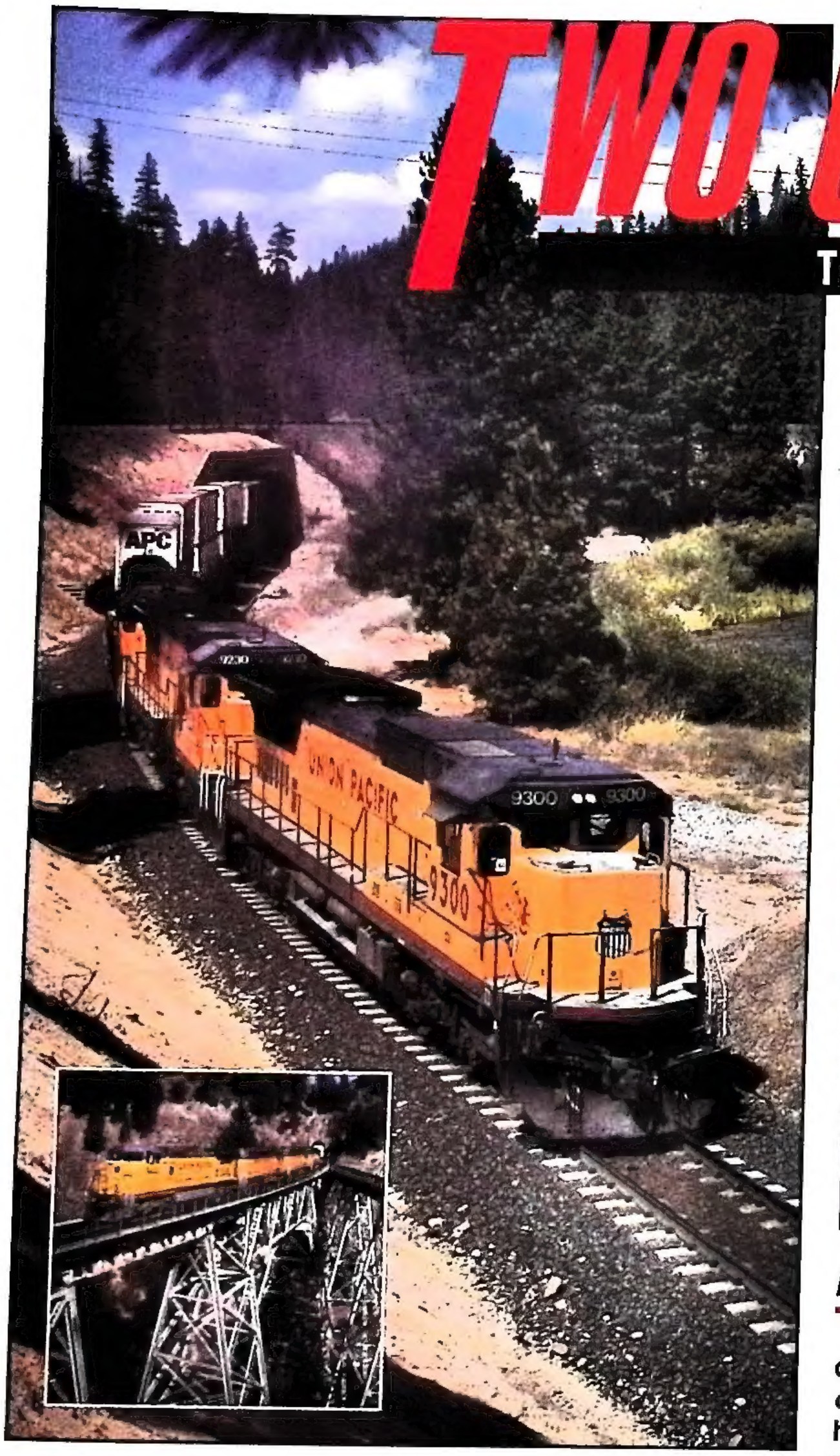
Pentrex

P.O. Box 94911,
Pasadena, CA 91109

CALL OR WRITE FOR FREE CATALOG

TWO GREAT NEW

T A P E S



UNION PACIFIC'S FEATHER RIVER ROUTE

Visit the famous Feather River Canyon in this exciting production on the Union Pacific's Feather River Route. Once owned by the Western Pacific, the entire system was purchased by the Union Pacific Railroad in 1982. Improvements were immediately started on the line which resulted in dramatic traffic increases over the entire railroad, including the Feather River Canyon.

In this captivating production, you'll see a variety of trains making their way through this beautiful area in the Sierra Nevada Mountains of California. Coverage includes double-stack and intermodal trains, unit grain trains, steel trains and others winding their way along the vertical cliffs of the canyon. Pentrex covers all the well-known landmarks such as the Keddie Wye, Williams Loop, James, Clio Trestle, Pulga and many others.

The Western Pacific Railroad is gone, but the tradition lives on as ever-increasing numbers of Union Pacific trains work their way through the canyon.

PEN-UPFR 60 Min. $39.95

BEST OF 1991

The excitement continues as Pentrex presents the *Best of 1991*. Two action-packed hours of steam and diesel mainline railroading fill the screen with eight exciting subjects from across the United States. Pentrex captures all the drama and variety of contemporary railroading in the latest addition to its acclaimed "Best of" series.

***Best of 1991* includes:**

- SP Beet Train
- SP Sacramento Shops
- Berea Tower
- UP Challenger 3985
- Santa Fe Shippers Special
- Southern Pacific 2472
- Railroads of Salt Lake City/Ogden
- UP Desert Victory Unit 3593

PEN-1991 Two Hours $49.95

Check or Money Order
Visa/MasterCard
VHS or BETA

Please add $4.00 shipping per order, plus $1.00 for each additional tape. Canadian customers add $5.00 shipping per order, plus $1.00 for each additional tape. CA residents please add 8.25% sales tax. MN residents please add 6.5% sales tax. All other foreign customers add $10.00 per tape.

CALL OR WRITE FOR FREE CATALOG

Order Line:
800-950-9333
24 Hours A Day
FAX 818-793-3797

Pentrex

P.O. Box 94911,
Pasadena, CA 91109